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# FLORIDA *Highways*

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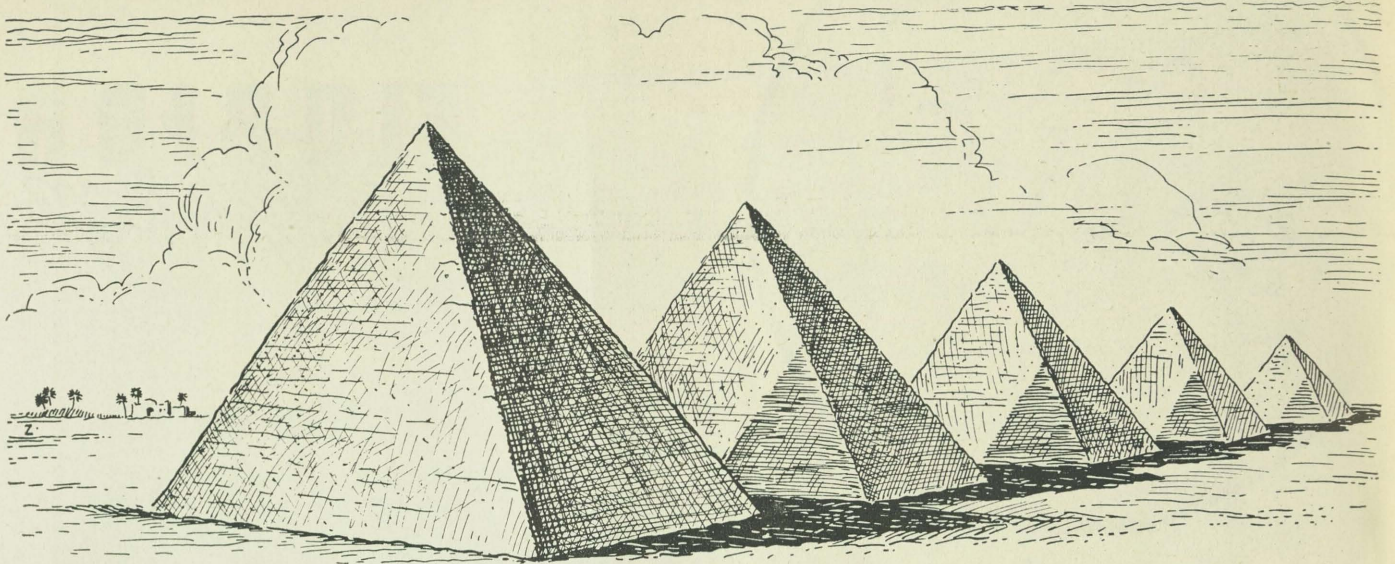
## *Convention Highlights*

SASHO CONVENTION NOTES

SASHO PROGRAM

FLORIDA ROAD BUILDERS MEETING

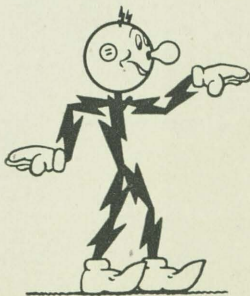




# PYRAMIDS . . .

## *might have covered the world*

In Egypt in the dim years B.C., it was the custom to build a pyramid of stone as a mausoleum for every royal family. To put the stones in position for the pyramid of Cheops, an ancient Egyptian king, required the labor of 2,500 men . . . eight hours a day . . . six days a week . . . for 25 years!\*



If these ambitious people could have utilized present-day electrical machinery in their pyramid building, it would have taken a large power plant (1,750,000 hp) just one hour to accomplish the same thing!\*

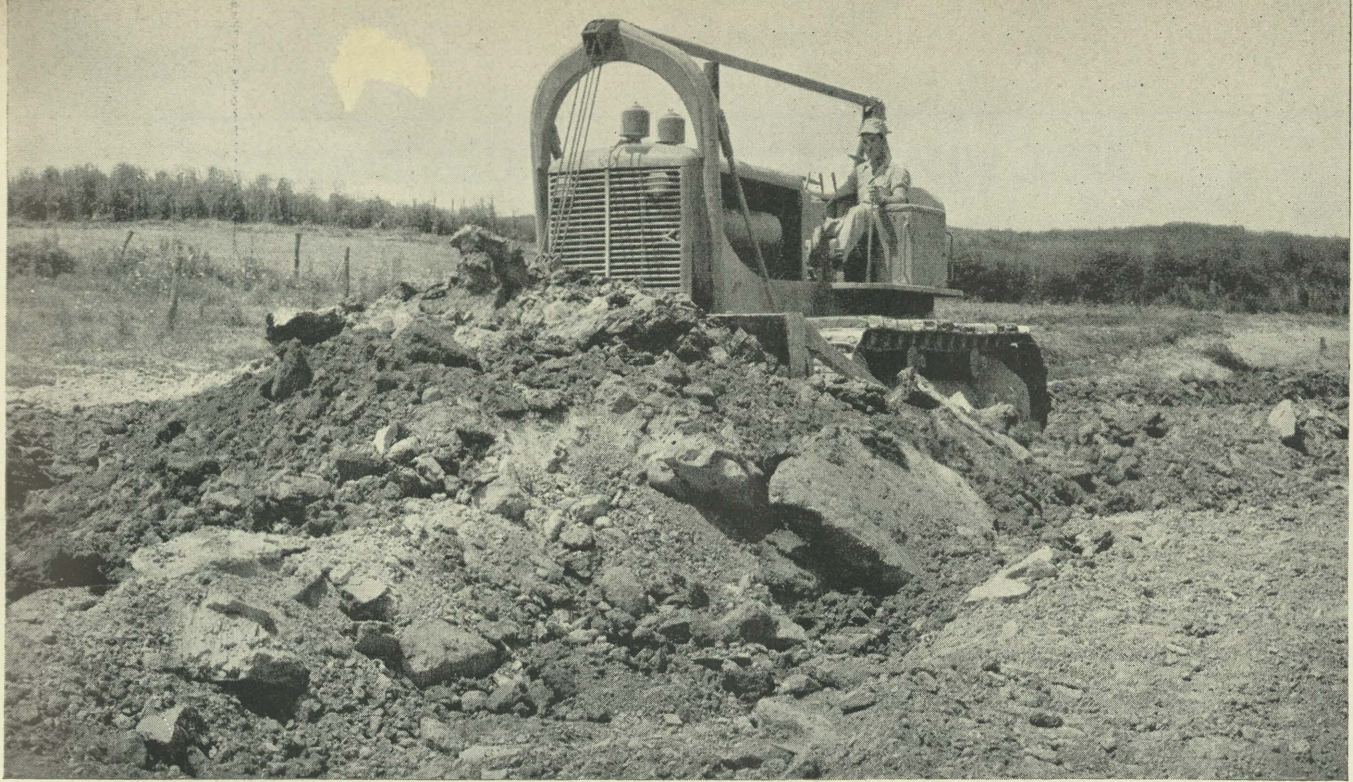
Who knows how many pyramids would have been erected under these conditions? They might have been built for **every** Egyptian family . . . might have covered the entire world in a few years, if the Egyptians had been able to acquire that much territory.

Today we take electricity for granted . . . including the thousands of jobs it performs for us every day. But its true greatness becomes apparent when we realize what a tremendous difference it has made in living today . . . and yesterday.

\*Estimated figures taken from "Power, Production, Prosperity" by W. M. White, DSc.

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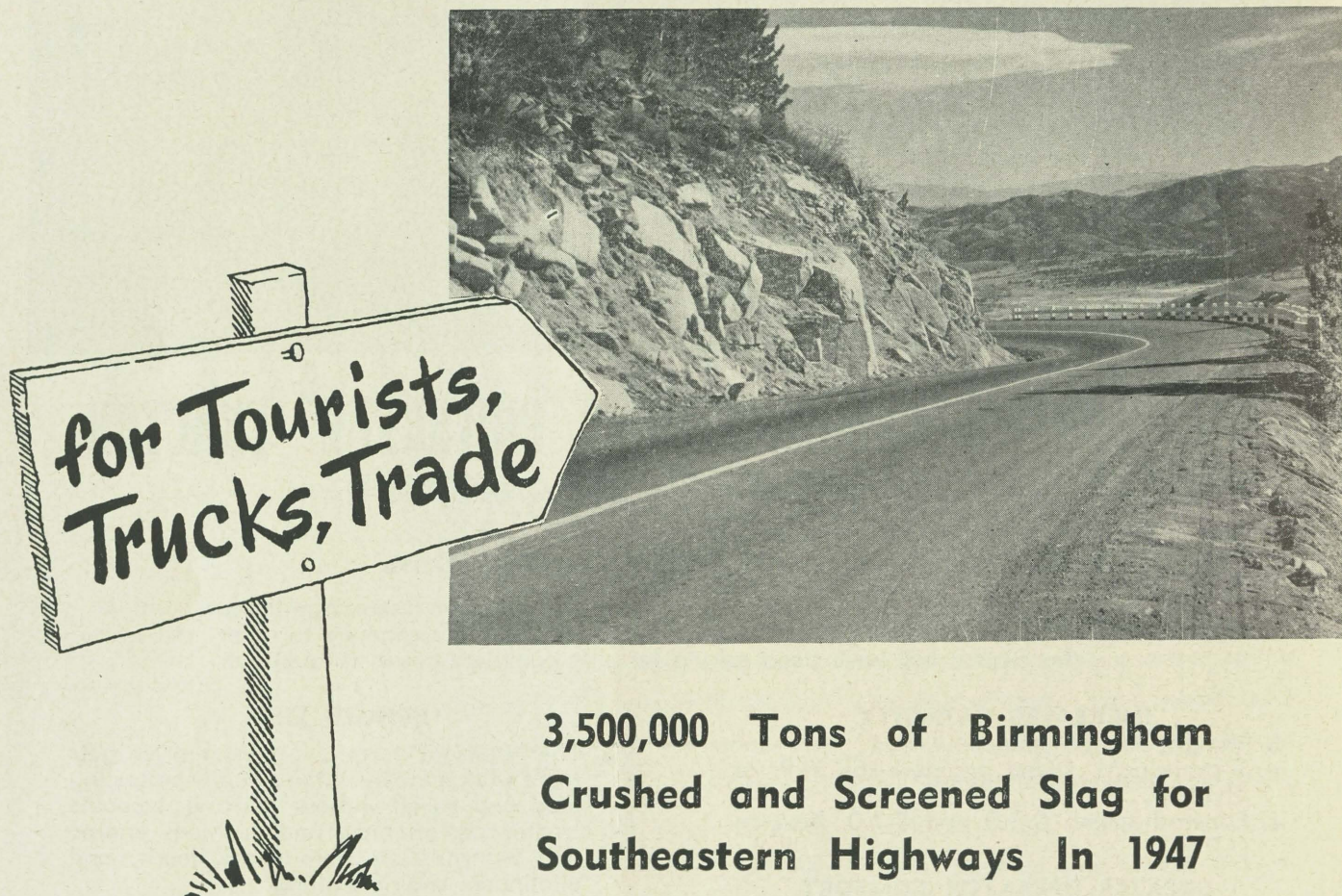
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## ADVERTISERS' INDEX

Allied Equipment Inc. ....	32	Lamar Hotel .....	63	Redwing Carriers, Inc. ....	61
Angebilt Hotel .....	56	Lakeland Terrace Hotel .....	56	Southern Fruit Distributors .....	44
W. H. Armston & Co., Inc. ....	24	Langston Construction Company .....	18	Sunrise Motor Company .....	5
Alaga Coach Lines .....	62	Libby & Freeman .....	5	St. Johns Box Company .....	65
Alfar Creamery .....	48	Lykes Bros., Inc. ....	39	Theodore Strawn, Inc. ....	50
Ansley Hotel, Dinkler System .....	52	McLean Machinery Co. ....	56	Sheraton Plaza Hotel .....	66
Armco Drainage & Metal Products .....	61	B. D. McIntosh .....	59	San Carlos Hotel .....	60
Atlanta & St. Andrews Bay Ry. Co. ....	65	B. B. McCormick & Sons .....	44	Southeastern Natural Gas Corp. ....	62
Allis Chalmers Mfg. Co. ....	3	McAllister Hotel .....	39	Sherrill Oil Company .....	66
Alcoma Packing Assn. ....	32	M. P. Mickler Co., Inc. ....	5	Sherman Concrete Pipe Company .....	61
Airdrome Park, Inc. ....	55	Mills Rock Company of Miami, Inc. ....	55	Southern Dairies, Miami .....	48
Belcher Oil Company .....	36	Modern Coach Corp. ....	53	Southern Dairies, Tampa .....	30
Bailey Motor Equipment .....	59	Motor Parts & Supply, Inc. ....	5	The Seaboard Oil Company .....	62
Birmingham Slag Company .....	4	Markham Brothers & Co. ....	61	Solomons Dairy .....	59
Benton & Company, Inc. ....	65	Medlock Tractor Co. ....	50	Speed Sprayer Company .....	48
C. E. Construction Company .....	24	Miller Machine Co. ....	63	Spanish Park Restaurant .....	26
Columbus Hotel .....	42	Howe E. Moredock Co. ....	18	Square Deal Machinery Co. .... Inside Back Cover	
The City Ice & Fuel Company .....	30	Motor Supply & Equipment .....	55	7 Seas Restaurant & Cocktail Lounge .....	51
A. R. Cogswell .....	66	Miami Parts & Springs .....	56	Shands & Baker, Inc. ....	48
Caterpillar .....	Back Cover	Minneola Growers Packing Co. ....	48	Standard Sand & Silica Company .....	52
Clearly Brothers Construction Company .....	55	Miami Crushed Stone Co. ....	8	Shelly Tractor & Equipment Company .....	20
J. W. Conner & Sons, Inc. ....	30	Gregg Maxcy, Inc. ....	32	R. H. Taylor .....	65
Consumers Lumber & Veneer Co. ....	62	Monroeville Bus Lines .....	36	Taylor Parts & Supply Company .....	62
Crystal Ice Works, Inc. ....	63	Mexican Petroleum .....	55	Tampa Electric Company .....	42
Cash & Carry Lumber Co. ....	59	Macasphalt Corp. ....	65	Tampa Armature Works .....	59
L. J. & W. L. Cobb, Inc. ....	54	New Florida Hotel .....	57	Tamiami Trails Tours, Inc. ....	30
J. H. Churchwell Co. ....	63	Orlando Transit Co. ....	48	R. B. Tyler Company .....	26
Columbia Restaurant .....	52	Odgen Equipment Co. ....	63	Valencia Gardens .....	63
Central Florida Truck Sales, Inc. ....	51	Orlando Citrus Growers Ass'n. ....	46	Valdez Hotel .....	60
Clark Equipment, Inc. ....	14	Oolite Rock Co. ....	6	H. E. Wolfe Const. Company .....	20
Citizens Oil Company .....	56	Polk Packing Ass'n. ....	44	Waverly Growers Cooperative .....	24
Drainage Machinery & Supply Co. ....	64	Plymouth Citrus Growers Ass'n. ....	58	R. H. Wright & Son .....	40
H. & W. B. Drew Company .....	59	Patten Sales Co. ....	57	Wheeler Fertilizer Company .....	55
De Bolac Truck Service & Equipment Co. ....	48	Portland Cement Ass'n. ....	57	Winter Garden Citrus Growers Ass'n. ....	46
John C. Dickerson .....	60	Putman Products Co. ....	5	Woodstock Slag .....	66
Deckers Garage .....	50	Powell Brothers, Inc. ....	32	Louis Wohl & Son .....	63
Franklin Arms Hotel .....	50	Quillians Concrete .....	50		
Florida Power Corporation .....	2	Respass Engraving Co. ....	63		
Fryer Wrecker Service .....	62	Rands Complete Service .....	36		
Florida Equipment Company .....	46				
Florida Crushed Stone .....	50				
Florida Georgia Tractor Company .....	35				
Floridan Hotel .....	52				
Florida Greyhound Lines .....	28				
Florida Motor Service, Inc. ....	50-56				
Fort Myers Builders Service .....	56				
Florida Portland Cement .....	53				
Florida Tar & Creosote Corp. ....	66				
Faulk & Coleman .....	14				
Florida Fruit Cannery .....	44				
Florida Citrus Cannery Cooperative .....	53				
Frank Construction Company .....	46				
Gulf Coast Motor Lines .....	26				
Guaranty Title Company .....	48				
Clover Club Jack Goldmans .....	51				
Gulf Power Company .....	16				
A. O. Greynolds Co., Inc. ....	59				
Great Southern Citrus Assn. ....	64				
L. L. Hall Construction Co. ....	54				
Halifax Motors .....	52				
Hendry Corporation .....	61				
M. O. Huck Paint Company .....	65				
Heller Brothers Packing Co. ....	64				
Howard Hall .....	55				
Al Huppel .....	55				
Bill Holler Motor Sales .....	55				
Hubbard Construction .....	16				
Hector Supply Company .....	26				
Hooper Construction Co. ....	22				
International Minerals & Chemical Corp. ....	39				
T. K. Johnson .....	53				
Jackson Grain Company .....	5				
Johnsons Fishing Camp .....	63				
Kloepfel Hotels, Inc. ....	56				
Lakeland Highlands Coop. Ass'n. ....	56				

One of the greatest weaknesses of the State Maintained System is the number of timber bridges. There are over 1600 of such bridges, totaling approximately 40 miles in length.

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# FLORIDA HIGHWAYS

Official Publication of

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Association of County Commissioners—Florida Trucking Association, Inc.

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J. E. ROBINSON, Winter Garden

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## CONTENTS

Advertisers' Index	Page 3
The Chairman Says	" 9
Editorial	" 10
SASHO Convention Notes	" 11
Convention Program for SASHO	" 19
SASHO Ladies Program	" 33
Polk County, Florida	" 34
Annual Meeting of Florida Builders' Association	" 37
A. E. D. to Meet in Miami	" 41
Rickenbacker Causeway Completed	" 43
County Activities and Personalities	" 45
It Happened In Florida	" 47
Florida's Part in President's Highway Safety Conference Plan	" 51
It Happened In Florida	" 52
Transactions of Meeting of Florida State Road Department	" 51

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Entry Permit Authorized Tallahassee, Florida, April 24, 1946.

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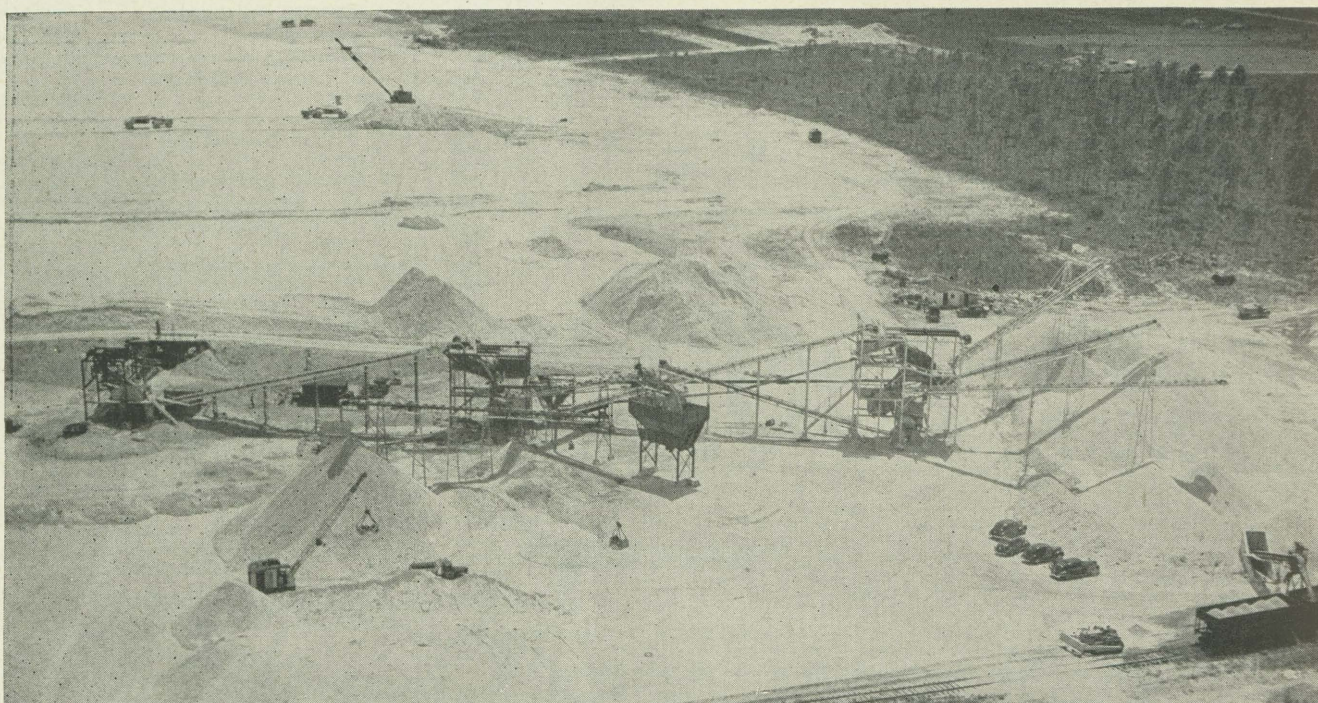


# *Welcome to:*

SOUTHEASTERN ASSOCIATION OF STATE

HIGHWAY OFFICIALS

FLORIDA ROADBUILDERS ASSOCIATION, INC.



This aerial view of the Miami Crushed Stone plant shows the complete production process from initial recovery (background) to loading the finished product into open-top cars (right foreground).

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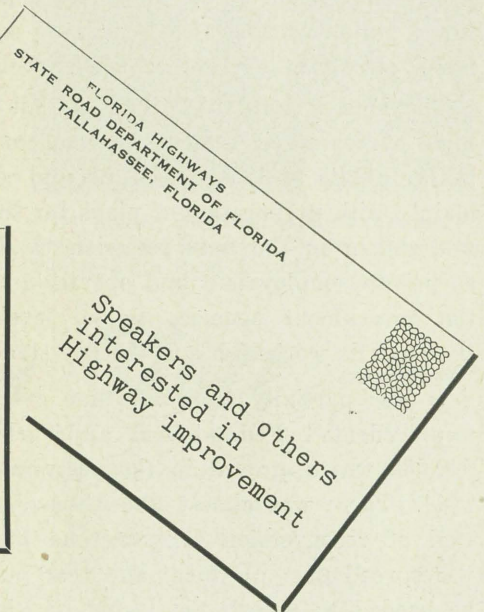
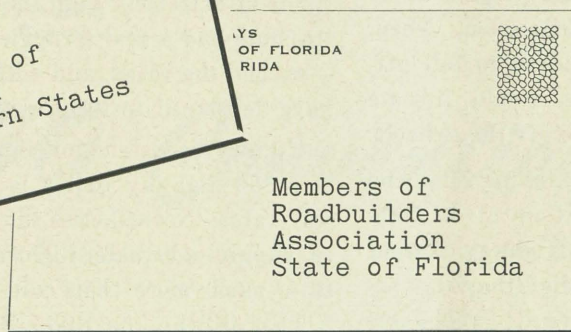
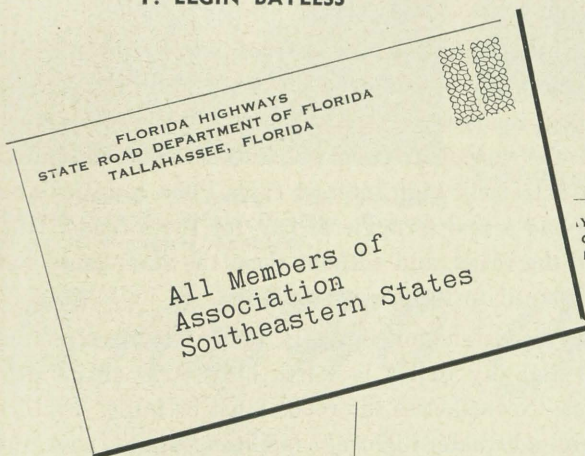
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F. ELGIN BAYLESS

# The Chairman Says...



You are cordially invited and urged to attend  
the Sixth Annual Meeting  
of  
the Southeastern Association of State Highway Officials  
at the  
McAllister and Columbus Hotels  
in Miami, Florida  
December seventh through eleventh  
Nineteen hundred and Forty-seven



# EDITORIAL

## PUBLIC WORKS CAN'T WAIT

During the Depressing Thirties opinion was pretty well divided on the best procedure for getting out of the economic doldrums. Some thought private initiative and enterprise could do the job while others held that a government boost in the way of spending for public works was the solution.

However, even those in the latter group who opposed government's attempt to influence economic development finally came to conclude that a planned system of timed public work projects could do much to lessen the harsh effects of cyclical economic declines.

The idea was that in times of full employment and high currency circulation government agencies would reduce public works expenditures and concern themselves mainly with preparation of plans for such projects to be undertaken in the next recession or depression. Then, as private employment and operation began to fall off, the government agencies on all levels would initiate their public works job and thereby stave off the debacle.

It was partially from this line of thinking that the unprecedented Federal Aid appropriation of \$1,500,000,000 was approved in the postwar Highway Act of 1944. There was almost unanimous belief that the period of reconversion to peacetime pursuits would see widespread unemployment and that public works would be needed to absorb the legion of discharged military personnel during the transition.

The plan was beautiful in theory but events have a way of making plans look like a three year old suit on a growing boy. As witness the postwar highway situation. The anticipated period of unemployment failed to materialize, even though there was considerable delay in converting to peacetime production. What, then, should have been done? Scrap the postwar highway development program? Impossible!

The highway system, inadequate before the war, had deteriorated dangerously. New facilities had to be built, old ones improved. The volume of highway transportation recovered marvelously, first to prewar levels, and then continued to grow. Emphasis had to be on the need for the improvement and not on the indirect influence on employment.

In this there appears the main fallacy in planning public works as a buffer against unemployment and depression. Roads are needed, sewers are needed, hospitals are needed, utility plants are needed. Could Florida stand by academically making plans for a program of public works to be executed at some future date while

the population, motor vehicle registration, highway traffic, highway congestion and highway accidents were growing by leaps and bounds? Not while tax revenue was also increasing at the same rate.

The theory of planned public works to balance the economy must give way in the face of overwhelming public need and the financial ability to supply that need. Unfortunately for the theory, it is just those periods of teeming individual activity that government facilities have to be improved and expanded. Evidently the formula to prevent economic cycles has not yet been found, at least for a democratic state.

It has been said that the cost of supplying Florida with the major proportion of its State Maintained System of hard roads was extremely high. Many miles were built in the booming twenties with county borrowed funds at extremely high interest rates. The counties and the state had a real struggle to pay for these roads. But, —we had the roads, and without them the state could not have developed to its present rank.

Highway construction is costly today. It is estimated that the highway dollar is worth only 60% of its prewar value. Nevertheless the roads must be built. Failure to supply adequate highway facilities would cost the state much more than cost of building them.

That is why the State Road Department is not only making every effort to improve the State Maintained System, but is going all out to cooperate with the counties in using second gas tax funds to provide sorely needed local roads.



**DOG RACING**—Above is typical of what the SASHO delegates and guests will see at the Biscayne Kennel Club Monday evening, December 8. Dog racing is one of the most popular pastimes in Miami, and is supported by four racing plants. Here the dogs are being placed in the "break box" at Biscayne Kennel Club prior to the chase.—Miami News Bureau Photo.





**J. Stephen Watkins, Vice President SASHO and Ex-officio Director; Commissioner of Highways, Kentucky.**



**F. Elgin Bayless, President SASHO and Ex-officio Director; Chairman, Florida State Road Department.**



**J. Robert McClure, SASHO Secretary-Treasurer and Ex-officio Director; Secretary, Florida State Road Department.**

## *SASHO Convention Notes---*

Early in December Florida will play host to hundreds whose main interest in life is the construction and maintenance of highways. The time will be December 7 through December 11, and the place will be that convention city without parallel, the Magic City of Miami.

The occasion of this visitation will be the Sixth Annual Meeting of the Southeastern Association of State Highway Officials, which will bring Directors, Commissioners, Engineers and Accountants from the State Highway Agencies and Public Roads Administration offices in the 12 States of Alabama, Arkansas, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and the host state of Florida.

A significant feature of the program will be an address of welcome on behalf of the State by Hon. Millard Caldwell, Governor of Florida, on December 8.

Supplementing the SASHO Meeting and contributing importantly toward swelling attendance of those in the business of road building will be the Annual Meeting of the Florida Road Builders Association on December 8, as well as a convention of the Southeastern Associated Equipment Distributors whose meeting begins December 11.

Coming as it does on the heels of the Everglades National Park Dedication in Everglades City on December 6, which is scheduled to bring President Harry S. Truman and Secretary of Interior Julius A. Krug to Florida, it will serve to keep the spotlight of regional and national attention on Florida for another week.

The Southeastern Association of State Highway Officials is headed by President F. Elgin Bayless, Florida's

State Road Department Chairman. Other officers are: J. Stephen Watkins, Kentucky Commissioner of Highways, Vice President, and Florida's State Road Department Secretary, J. Robert McClure, Secretary-Treasurer.

The Association was organized July 1, 1941 at Montgomery, Alabama, by representatives of ten states. These were joined at the third annual meeting in February, 1944 by the States of Arkansas and Louisiana, bringing the total state representation up to the twelve previously named.

Purposes of the organization, as set forth in the Constitution are "to encourage highway improvement; study the various materials, methods of construction and maintenance, and other highway problems of the Southeastern States; to exchange ideas; to promote a closer relationship between its members with a view of establishing uniform systems of administration, construction and maintenance; to cooperate in every way possible with the Public Roads Administration, or similar Federal organizations, in the consideration of road problems; and to support legislation for the purpose of conserving the capital invested in highway construction and maintenance."

Past Presidents of the Association have been: 1942 W. Vance Baise, State Highway Engineer, North Carolina; 1943 C. W. Phillips, Highway Commissioner, Tennessee; 1944 Ernest L. Bailey, Highway Commissioner, West Virginia; 1945 Ernest L. Bailey, Highway Commissioner, West Virginia; 1946 C. S. Mullen, Chief Engineer, Virginia.

Wartime restrictions on travel and conventions prevented holding the 1945 meeting which was scheduled



to be held in Birmingham, Alabama, in February of that year, but the Proceedings covering Board of Directors Meeting and technical papers prepared for the meeting presentation were published. The postwar 1946 Convention held at Birmingham, measured up to normal expectations, attracting some 600 members and guests.

The 1947 meeting will be the first which has been held in the home state of the Association's President. The program scheduled bears evidence of the planners conviction that it would be less than hospitable to permit these hundreds of guests to confine themselves entirely to business. Highlighted among the schedule of activities are many recreational, sightseeing and entertainment features.

Local arrangements for the meeting are being handled by a Committee headed by J. E. Dodson, Vice President of the Miami Crushed Stone Company, co-owner of Oolite Rock Company and member of the Florida Road Builders Association, and the Miami Convention Bureau. Headquarters will be at the McAllister and Columbus Hotels, whose convention managers have also cooperated in the arrangements.

Members of the Florida Road Builders Association, whose meeting will be held on Monday, December 8,

will register as hosts at the SASHO Convention, and a majority of the 100 odd members are expected to stay through the latter meeting which ends Thursday night, December 11th.

The Florida Road Builders, headed by Alexander Brest, Jacksonville, President; W. H. Armston, Dunedin, Vice President; R. L. Bannerman, Tallahassee, Secretary-Treasurer, and John A. Long, Tallahassee, Executive Secretary, have cooperated graciously to provide much of the extra curricular activities scheduled in the program. These activities are designed to give the guests a taste of Florida's tropic beauty, its unique sports attractions and full enjoyment of the balmy climate "where summer spends the winter."

First on the schedule of after work events is a visit to Biscayne Dog Track on Monday evening. Transportation and admission to the track will be free. Buses will leave the McAllister Hotel at 7:15 so that guests will not be late for post time, which is 7:45. The ninth race will be dedicated to SASHO and presentation of the winner's trophy will be made by Association President F. Elgin Bayless.

On Tuesday afternoon the SASHO guests will be en-

## SASHO HOME IN FLORIDA

CONVENTION HEADQUARTERS—McAllister and Columbus Hotels.—Miami News Bureau Photo.





## CITY OF MIAMI, FLORIDA

December 3, 1947

To Members and Guests of:

Southeastern Association of State Highway Officials

It gives me great pleasure to welcome to the City of Miami, such a distinguished group, as the Southeastern Association of State Highway Officials and your guests.

On behalf of the City Officials and Citizenry of Miami, I sincerely hope that you will take advantage of our many attractions and enjoy them to the fullest.

Wishing you a most successful and profitable meeting, I am

Yours very truly,  
R. G. DANNER  
City Manager

tertained with a visit to beautiful Gulf Stream Park to witness the horse races. Here, also, one of the races yet to be determined will be dedicated to the SASHO.

Most unusual in the way of interest will be the inspection trip to Key West. The entire day of Wednesday is devoted to this event. Buses and cars will leave the McAllister and Columbus Hotels at 8:45 AM.

Following U. S. Highway No. 1 south from Miami through the thriving truck gardens which produce much of the winter vegetables for northern markets, the guests will see tropical plants and bird life somewhat typical of the Everglades National Park, which is to be dedicated just a few days before.

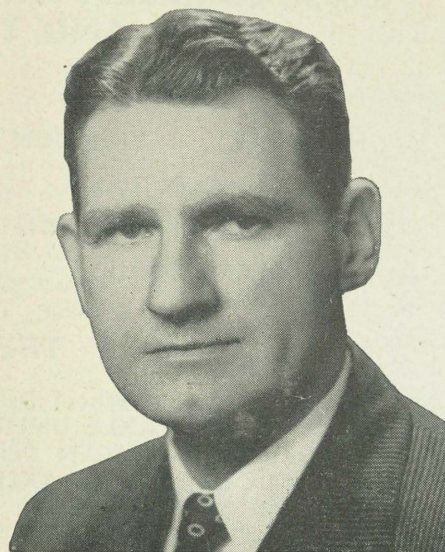
After 42 miles the motorcade will leave the mainland for an island hopping ride over one of the most talked of roads in the nation,—the highway that goes to sea for over 100 miles. Highwaymen will be especially interested in the construction and how the old Florida East Coast Railway roadbed, trestles and bridges were converted to a modern highway featuring bridges up to 7,000 feet in length and arching 55 feet above the water.

The green dotted white coral islands set in the warm



**OVERSEAS HIGHWAY**—More than 157 miles of elevated highway, spanning the Atlantic Ocean and the Gulf of Mexico, extends from Miami to Key West. The state highway was erected at a cost of \$40,000,000. The above picture was made at Pigeon Key, site of the "Seven Mile" bridge.—Miami News Bureau Photo.

## Will Welcome SASHO Delegates



HON. MILLARD F. CALDWELL

blue of the water where the Atlantic and Gulf meet will be just as intriguing for those who go along for the scenic appreciation.

At Pigeon Key, 48 miles north of Key West, the guests will be complimented with a luncheon by B. M. Duncan, Manager of the Overseas Road and Toll Bridge District. After this they will go on for a tour of Key West, that historic and romantic city which has in turn been the haven of pirates, the center of cigar industry, and sponge operations, an important outpost of our naval protection and mecca for winter fleeing tourists.

The return trip will be broken by another stop for refreshments at Pigeon Key.

The day should be one to live long in the memory of all those making the trip.

Climax of the entertainment will be a group gathering, banquet, water show and dance at the Roney Plaza Hotel on Miami Beach Thursday evening, December 11th.

It is expected that many members of the Southeastern Highway Association will take advantage of the Miami meeting to give their wives and children a Florida outing. To assure them a full program of enjoyment a Committee on Ladies' and Children's entertainment has been set up. This Committee is headed by Mrs. Herman B. Fultz, of Miami, wife of the Florida State Road Department Member from the Fourth District.

While the Ladies and Children are invited to attend all general social and recreational features, they are to be especially honored at a luncheon and fashion show followed by a boat ride around the Islands, Monday afternoon.

Featured events of the General Session, in addition to the State Address of Welcome by Governor Caldwell, will be the City Address of Welcome by R. G. Danner, Miami City Manager, and ex-aide to J. Edgar Hoover of the F.B.I.; an address by H. S. Fairbank, Deputy Commissioner of the Public Roads Administration, and the Association President's annual address by F. Elgin Bayless, Chairman of the State Road Department of Florida.



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Mr. Fairbank is one of the principal proponents of sound planning in highway development. It was mainly through his efforts that practically all the states established Divisions of Highway Planning in 1936 and 1937. At the American Association of State Highway Officials 1947 Meeting in New York in October, Mr. Fairbank was honored with the annual Bartlett award of merit for his invaluable service to the cause of highway development.

Members of the Southeastern Associated Equipment Distributors, whose meeting starts on December 11th, are also planning to compliment the officers of the Southeastern Association. Local arrangements for the Equipment Distributors Convention which will attract nationally known speakers including Chas. M. Upham, Engineer-Director and J. T. Callaway, President of ARBA, are under the direction of P. W. Burke, President of Allied Equipment Inc. of Miami.

Most of the technical work of the Southeastern Association of State Highway Officials is advanced through the eight Standing Committees and the special committees appointed by the President.

The eight Standing Committees are:

- Administration
- Road Design and Construction
- Bridge Design and Construction
- Planning and Traffic Engineering
- Materials and Tests
- Maintenance, Equipment and Roadside Development
- Rights of Way
- Accounting

Three group meetings have been scheduled for these Standing Committees. Here will be heard reading of papers and discussions on technical matters of special interest to the members of each committee.

Because of pre-convention interest manifested in the subject "Disintegration of Concrete Due to Alkali Reactive Aggregates" to be discussed by Mr. W. F. Abercrombie, Materials and Tests Engineer of the Georgia Highway Department, the reading has been scheduled for a joint session of the Committees on Road Design and Construction, Bridge Design and Construction, Ma-

terials and Tests, and Maintenance, Equipment and Roadside Development, for Monday afternoon.

An outstanding feature of the Planning and Traffic Engineering Committee program will be an address on "Use and Influence of Highway Planning Surveys in Highway Departmental Activities" by E. K. Holmes, Chief Division of Highway Transport Research, U. S. Public Roads Administration.

Headquarters for the meeting will be in the McAllister and Columbus Hotels, which are connected by an arcade, and all reservation arrangements will be handled by Mr. Rush Strayer, McAllister Hotel Convention Manager.

The hotels have offered preferential convention rates of \$4, \$5 and \$6 for single rooms, \$7, \$8 and \$9 for double or twin-bed rooms and \$15 for a suite.

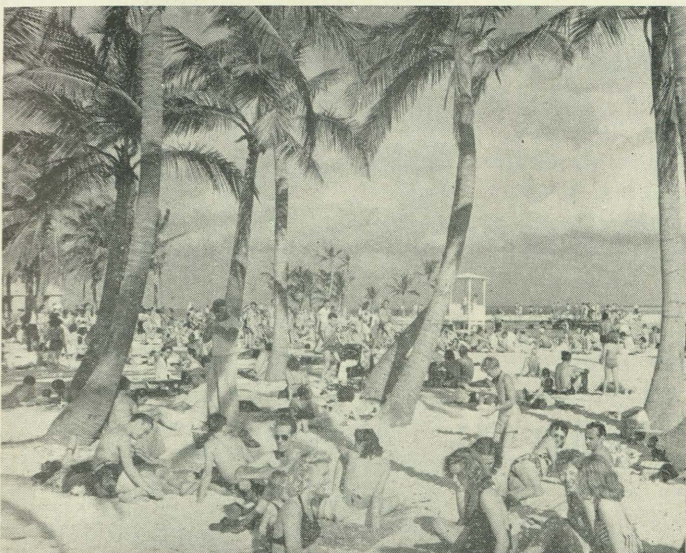
General Sessions of the meeting (Monday morning and Thursday afternoon) will be held in the Biscayne Room on the 17th floor of the Columbus Hotel.

Registrations for the meeting will be in the Lobby of the McAllister Hotel, being handled with special facilities by the Miami Convention Bureau on Sunday afternoon (Dec. 7) and Monday. Late comers wishing to register Tuesday through Thursday should apply at the information booth of the McAllister Hotel Lobby.

Registration is free and most important. SASHG badges, identification cards and tickets are necessary to participate in much of the scheduled entertainment.

An official photographer has been selected to take pictures of the convention by state groups, and any others desired by the individuals in attendance. In order that the pictures may be delivered before the meeting ends, the picture taking event is scheduled for Monday Noon. As these pictures will be an important feature of the published proceedings it is important that all officials and members be on hand.

The full Southeastern Association Convention Committee of the Florida Road Builders Association includes: for Committee on Local Arrangements, J. E. Dodson, Chairman, Vice President of Miami Crushed Stone Company and Co-owner, Oolite Rock Company, Miami; Dur-



**MATHESON HAMMOCK** is one of the most popular beaches in the Miami area.—Miami News Bureau Photo.



**CITY YACHT BASIN, Miami**, is a harbor for the sightseeing, cruiser fleet. The yacht basin is located in downtown Miami, adjacent to the Biscayne Boulevard hotels, which can be seen in the background.—Miami News Bureau Photo.



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**R. G. Danner, City Manager, Miami.**

## Will Speak at FRBA - AED

J. T. Callaway, Assistant to Vice President, Goodyear Tire & Rubber Company, was elected in 1946 as President of the American Road Builders Association, and will continue in that position throughout 1948.

Mr. Callaway has been with the Goodyear Tire and Rubber Company of Akron, Ohio, for the past twenty-seven years, joining that organization in 1918 when discharged from the 319th Infantry, 80th Division as a first lieutenant

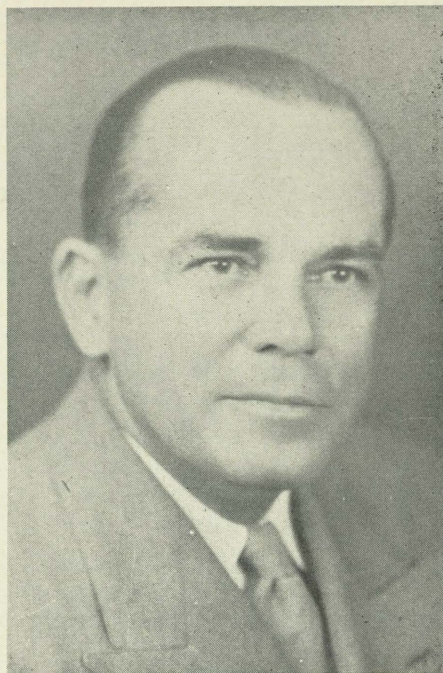
ward Carlton, Orange State Oil Company, Miami; Dan Cleary, Vice President, Cleary Bros. Construction Company, West Palm Beach; E. T. Collier, Highway Engineer, Belcher Oil Company, Miami; Wyatt B. Hodges, President, R. H. Wright & Son, Inc., Ft. Lauderdale; E. V. Plane, Sales Manager, Shelley Tractor & Equipment Company, Miami; R. G. Williams, Parker & Maule Industries, Miami.

For Finance Committee, R. L. Bannerman, Chairman, Representative, Mexican Petroleum Company, Tallahassee; John A. Long, Treasurer, Executive - Secretary, Florida Road Builders Association; J. L. Cone, President, Cone Bros. Construction Company, Tampa; William Day, Representative, Birmingham Slag Company, Orlando; C. F. Graves, Representative, Woodstock Slag Company, Jacksonville; Mark Hulsey, Vice President, Armeo Drainage and Metal Products, Inc., Jacksonville; S. L. Kilgore, Manager, Brooksville Stone Company, Ocala; J. D. Manly, Partner, J. D. Manly Construction Company, Leesburg; Carl G. Rose, President, Marion Construction Company, Ocala; Chas. W. Smith, President, Smith Engineering & Construction Company, Pensacola; Jeff B. Spottswood, Vice President & General Manager, Sherman Concrete Pipe Company, Jacksonville.

The Committee for Ladies enter-demic background includes Temple

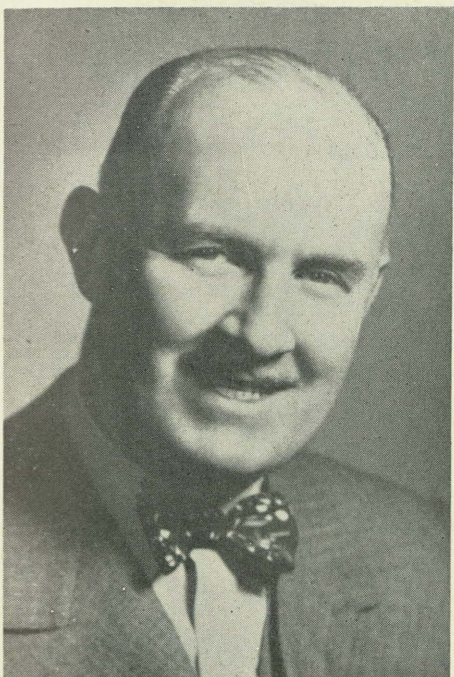
in World War I. Mr. Callaway's aca-(Texas) High School, (he was born in that city) Baylor University and a law degree from the University of Texas. He has a son, Capt. Joseph W. Callaway with the 81st Division Artillery and a grandson, Joseph W., Jr.

Tom Callaway (as he prefers to be known) is one of the most popular men in the ARBA and one of its most genial and forceful speakers. His promotional talks on postwar highways has been delivered before hundreds of representative gatherings of businessmen and industrialists in all parts of the United States. He is credited with making the first commercial sale of a dirigible in 1929 and much of his early work with Goodyear was with the Goodyear-Zep-pelin division. His present assignment brings him into close relationship with the manufacturers of road building equipment.

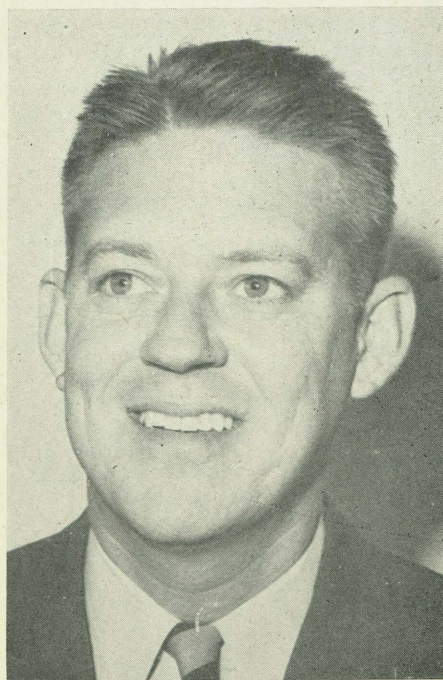


**J. E. Dodson, Chairman FRBA Committee for Local Arrangements, Vice President of Miami Crushed Stone Company and Co-owner, Oolite Rock Company, Miami.**

tainment headed by Mrs. Herman B. Fultz, Chairman, 738 Camilo Avenue, Coral Gables, also includes, Mrs. J. E. Dodson, 2961 SW First Ave., Miami; Mrs. Hugh Peters, Sr., 7510 NE 2nd Ave., Miami; Mrs. Perrine Palmer, 5928 NE 6th Court, Miami; Mrs. John Montgomery, 1441 West 24th St., Sunset Island No. 3, Miami Beach.



**J. T. CALLAWAY**

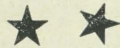


**Mayor-Commissioner Perrine Palmer, Jr. of Miami.**



A HEARTY WELCOME TO THE MEMBERS AND OTHERS  
ATTENDING THE MEETING OF THE  
SOUTHEASTERN ASSOCIATION OF STATE HIGHWAY  
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# Convention Program---

## SOUTHEASTERN ASSOCIATION OF STATE HIGHWAY OFFICIALS

LOCAL ARRANGEMENTS  
COMMITTEE — J. E. Dodson,  
Chairman; Durward Carlton, Mi-  
ami; Dan Cleary, W. Palm Beach;  
E. T. Collier, Miami; Wyatt B.  
Hodges, Ft. Lauderdale; E. V.  
Plane, Miami; R. G. Williams,  
Miami

### GENERAL

#### SUNDAY, DECEMBER 7, 1947

- 1:00- 6:00 PM REGISTRATION  
McAllister Hotel, Lobby  
Registration facilities will be  
open daily
- 3:00- 5:00 PM MEETING OF EXECUTIVE  
MEETING OF EXECUTIVE  
COMMITTEE  
(Officers and Board of Directors)  
SASHO  
McAllister Hotel, Room 00
- 5:00- 7:00 PM GROUP GATHERING  
McAllister Hotel, Biscayne Room  
(2nd floor)
- 7:00 PM SASHO OFFICERS AND DI-  
RECTORS DINNER  
McAllister Hotel, Directors Room

#### MONDAY, DECEMBER 8, 1947

- 9:00 AM- 5:00 PM REGISTRATION CONTINUING  
McAllister Hotel, Lobby

10:00 AM-12 NOON

### GENERAL SESSION

Columbus Hotel, Biscayne Room,  
(17th floor)

F. ELGIN BAYLESS, Florida,  
President, Southeastern Associa-  
tion of State Highway Officials,  
presiding

Invocation: Rev. Daniel Iverson,  
Pastor, Shenandoah Presbyterian  
Church, Miami

City of Miami Welcome: HON.

R. G. DANNER, City Manager

State of Florida Welcome: HON.

MILLARD CALDWELL, Gover-  
nor

Response and Annual Address: F.

ELGIN BAYLESS, President,  
Southeastern Association of State

Highway Officials and Chairman  
State Road Department of Florida

Address: HON. HERBERT S.

FAIRBANK, Deputy Commis-  
sioner, Public Roads Administra-

tion, Washington, D. C., Subject:

"What Is This Thing Called

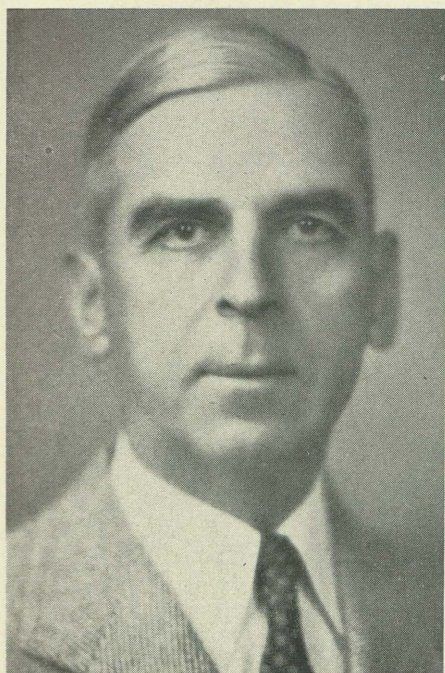
Planning?"

Announcements by J. ROBERT  
McCLURE, Secretary-Treasurer,

SASHO

Roll Call of Member Department

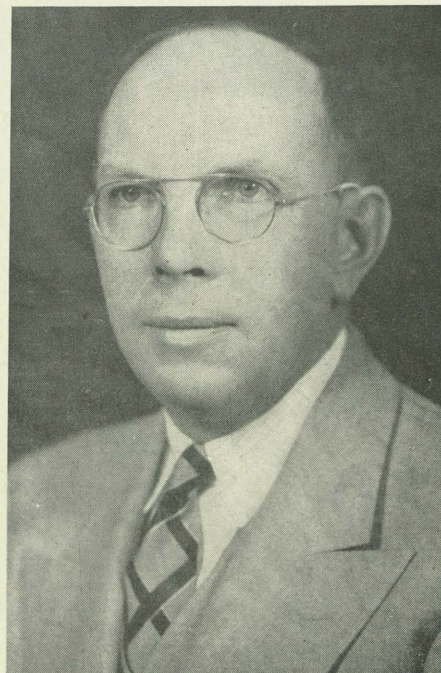
by J. Robert McClure, Secretary-  
Treasurer, SASHO



C. S. Mullen, Ex-officio Director (Im-  
mediate Past President) SASHO, and Chief  
Engineer, Virginia Department of Highways.



B. P. McWhorter, SASHO Director, and  
Division Engineer, Public Roads Adminis-  
tration, Div. 3, Atlanta.



C. E. Swain, SASHO Director, and Divi-  
sion Engineer, Public Roads Administration,  
Washington, D. C.



A HEARTY WELCOME TO THE  
MEMBERS AND OTHERS ATTENDING  
THE MEETING OF THE

Southeastern Association of State Highway Official

WE KNOW YOU WILL ENJOY YOUR VISIT  
TO THE LAND OF  
"SUNSHINE AND FLOWERS"

---

**H. E. Wolfe Construction Company, Inc.**

ST. AUGUSTINE,

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*Welcome to Miami-*

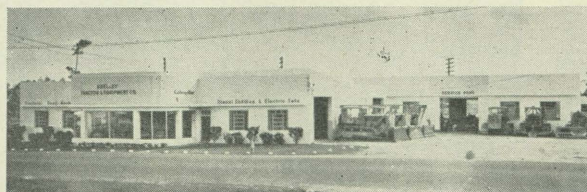
Members of  
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Appointment of Special Committees by President Bayless

12 Noon- 1:00 PM Taking of Pictures by State Groups and Social Hour  
McAllister Hotel, Biscayne Room (2nd floor)  
(No scheduled luncheon)

2:00- 5:00 PM COMMITTEE MEETINGS  
(See Schedule Under Respective Committees)

5:00- 6:00 PM GROUP GATHERING  
McAllister Hotel, Biscayne Room  
No Dinner Scheduled

7:15 PM Buses leave McAllister Hotel for Biscayne Dog Track  
Post Time: 7:45 PM

## **TUESDAY, DECEMBER 9, 1947**

9:00-11:30 AM COMMITTEE MEETINGS  
(See Schedule under Respective Committees)

11:30-12:15 PM GROUP GATHERING  
McAllister Hotel, Biscayne Room

12:00 NOON SASHO OFFICERS AND DIRECTORS LEAVE FOR LUNCHEON  
Gulf Stream Park

12:15 PM Buses leave McAllister Hotel for Gulf Stream Park  
(Luncheon may be obtained individually at track)  
Post Time 1:30 P. M. Sixth Race Dedicated to SASHO. Winner's Wreath to be Presented by Mrs. F. Elgin Bayless

5:00 PM Buses return to McAllister Hotel

6:00- 7:00 PM GROUP GATHERING  
McAllister Hotel, Biscayne Room  
No scheduled dinner

## **WEDNESDAY, DECEMBER 10, 1947**

8:45 AM Buses leave McAllister Hotel for Key West

12:00 NOON Luncheon at Pigeon Key

1:00 PM Buses leave Pigeon Key for Key West

4:00 PM Buses leave Key West

5:00 PM Social Hour—Pigeon Key

6:30 PM Buses leave for Miami  
No scheduled dinner — Evening open

## **THURSDAY, DECEMBER 11, 1947**

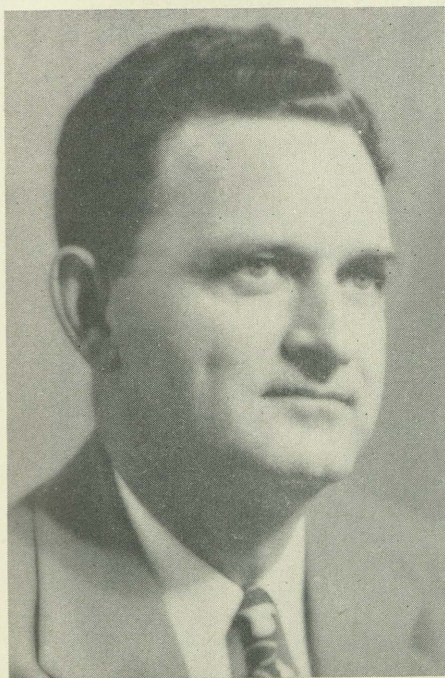
9:00-11:30 AM COMMITTEE MEETINGS  
(See schedule under Respective Committees)  
No Scheduled Luncheon

2:30- 4:30 PM GENERAL SESSION  
Columbus Hotel, Biscayne Room (17th floor)  
F. ELGIN BAYLESS, Florida, President, Southeastern Association of State Highway Officials, Presiding  
Committee Reports  
Election of Officers for 1948

6:15 PM Buses leave McAllister Hotel for Roney Plaza Hotel on Miami Beach

6:45- 7:45 PM GROUP GATHERING

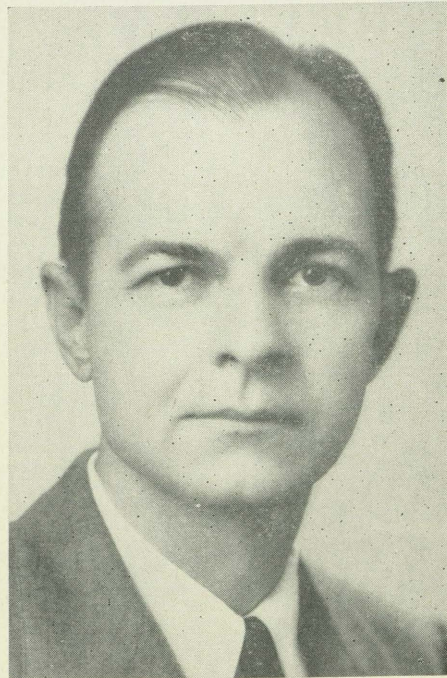
8:00- 9:15 PM Banquet  
Entertainment,—Al Robinson and others



W. G. Pruett, SASHO Director, and Office Engineer, Alabama Highway Department.



A. E. Johnson, SASHO Director, and Office Engineer, Arkansas State Highway Commission.



H. W. Overstreet, SASHO Director, and Administrative Assistant, State Highway Engineer of Florida.



*A Friendly Florida Welcome to All*

**S**outheastern  
**A**ssociation  
**S**tate  
**H**ighway  
**O**fficials

AND MEMBERS OF FLORIDA ROAD BUILDERS  
ASSOCIATION, INC.



**Hooper Construction Co.**

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9:30-10:30 PM Installation of officers by F. Elgin Bayless, Retiring President  
 10:30-11:00 PM Water Show—Outdoor Salt Water Pool  
 11:00 PM-1:00 AM Dancing—at Patio

#### COMMITTEE ON ADMINISTRATION

S. T. Roebuck, Mississippi, Chairman  
 H. L. Nelson, Alabama, Secretary  
 All Sessions, McAllister Hotel, Room 00

#### MONDAY, DECEMBER 8, 1947

2:00- 5:00 PM "Educational Programs to Keep Public and Local Agencies Informed on State Road Operations," J. STEPHEN WATKINS, Commissioner of Highways, Kentucky.  
 "A Retirement Fund for State Highway Employees," C. S. MULLEN, Past President SASHO and Chief Engineer, Virginia Departments of Highways.

#### TUESDAY, DECEMBER 9, 1947

9:00-11:30 AM "The Extent to Which Public Roads Administration Should Overrule State Highway Agencies," M.L. O'NEALE, Chief Engineer, West Virginia State Road Commission.  
 "The Federal Aid Secondary Road Program in North Carolina," W. VANCE BAISE, State Highway Engineer, State Highway and Public Works Commission, North Carolina.  
 Col. J. A. Anderson, Highway Commissioner from Virginia, presiding.  
 R. B. Smith, PRA District Engineer, Tallahassee, acting as Secretary.

#### THURSDAY, DECEMBER 11, 1947

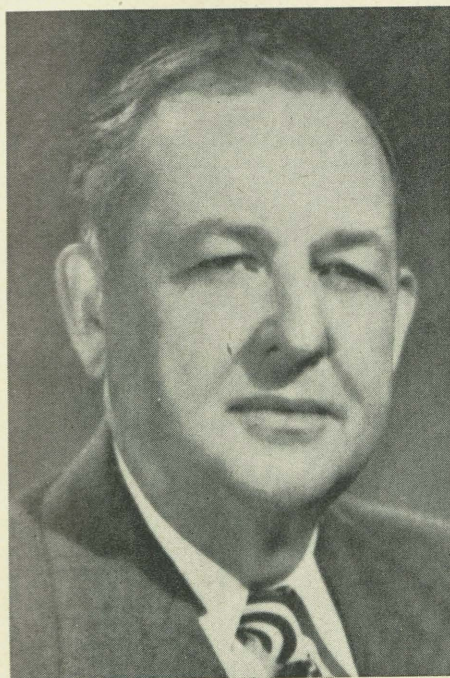
9:00-11:00 AM "The Federal Aid Urban Program in Tennessee," W. T. BROOKS, State Highway Engineer, Tennessee.  
 "Proper Balance of Regular Federal Aid, Federal Aid Secondary and Urban Highway Programs," J. C. BEASLEY, Director, Georgia State Highway Department.  
 11:00-11:30 AM Business Session—Election of Officers and preparation of Committee Report.

#### COMMITTEE ON ROAD DESIGN AND CONSTRUCTION

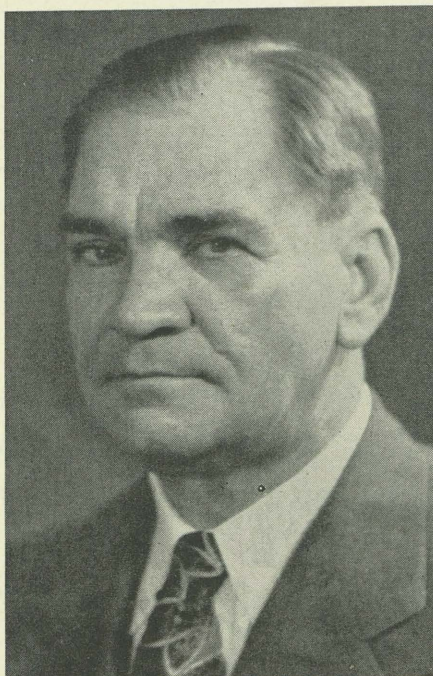
G. W. McAlpin, West Virginia, Chairman  
 H. L. Sligh, South Carolina, Secretary

#### MONDAY, DECEMBER 8, 1947

Joint Session: McAllister Hotel, Biscayne Room.  
 2:00- 3:00 PM Meeting with Committees on Materials and Tests, Bridge Design and Construction, and Maintenance, Equipment and Roadside Development.  
 H. L. Lehmann, Louisiana, SASHO Chairman, Committee on Materials and Tests, presiding.  
 K. F. Shippey, PRA Div. 3, Atlanta, Secretary.  
 "Disintegrated Concrete Due to Alkali Reactive Aggregates" by W. F. ABERCROMBIE, Engineer of Materials and Tests, Georgia Highway Department.  
 3:00- 5:00 PM Committee Session: McAllister Hotel, Room 418.  
 "Embankment Compaction," by T. E.



J. C. Beasley, SASHO Director, and Director, State Highway Department of Georgia.



E. E. Pfanstiel, SASHO Director and Deputy Commissioner, Department of Highways, Kentucky.



N. E. Lant, SASHO Director and Chief Engineer, Louisiana Department of Highways.





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are cordially welcomed at the large modern  
citrus packing house of

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THE SOUTHEASTERN ASSOCIATION OF  
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FLORIDA ROAD BUILDERS ASSOCIATION, INC.  
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SHELBURNE, Research Engineer,  
Virginia Department of Highways.

**TUESDAY, DECEMBER 9, 1947**

Regular Session: McAllister Hotel,  
Room 418.

9:00-11:30 AM "Low Cost Secondary Roads in West  
Virginia," by L. C. MADDEN, Engi-  
neer of Plans and Surveys, West Vir-  
ginia State Road Commission.

"Low Cost Secondary Roads in North  
Carolina," by T. V. FAHNESTOCK,  
Bituminous Engineer, State Highway  
and Public Works Commission, North  
Carolina.

"What To Do With Old Bridges on  
Secondary Roads," by O. F. GOETZ,  
Construction Engineer, Tennessee  
Highway Department.

**THURSDAY, DECEMBER 11, 1947**

Regular Session: McAllister Hotel,  
Room 418.

9:00-11:00 AM "Design Standards," by C. H. REG-  
ISTER, Division Engineer, Plans and  
Surveys, State Road Department,  
Florida.

11:00-11:30 AM Business session—Election of Officers  
and Preparation of Committee Report.

**COMMITTEE ON BRIDGE DESIGN AND  
CONSTRUCTION**

T. B. Gunter, North Carolina, Chairman  
C. N. Crocker, Georgia, Secretary

**MONDAY, DECEMBER 8, 1947**

Joint Session: McAllister Hotel, Bis-  
cayne Room.

2:00- 4:30 PM Meeting with Committee on Road De-

sign and Construction, Materials and  
Tests, and Maintenance, Equipment  
and Roadside Development.

H. L. Lehmann, Louisiana, SASHO  
Chairman, Committee on Materials and  
Tests, presiding.

K. F. Shippey, PRA, Div. 3, Atlanta,  
Secretary.

"Disintegrated Concrete Due to Alkali  
Reactive Aggregates" by W. F. AB-  
ERCROMBIE, Engineer of Materials  
and Tests, Georgia Highway Depart-  
ment.

**TUESDAY, DECEMBER 9, 1947**

Regular Session: Columbus Hotel  
(Room No. to be announced).

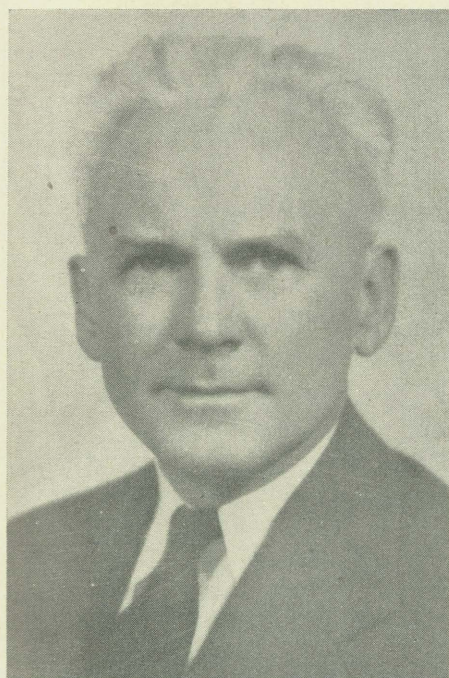
9:00-11:30 AM "Bridge Designs for Secondary or  
Farm-to-Market Roads"—M. D. MOSE-  
LEY, Assistant Bridge Engineer,  
South Carolina, Discussion Leader.

"Design Specifications and Bridge  
Types"—RAYMOND ARCHIBALD,  
Chief, Bridge Division, Public Roads  
Administration.

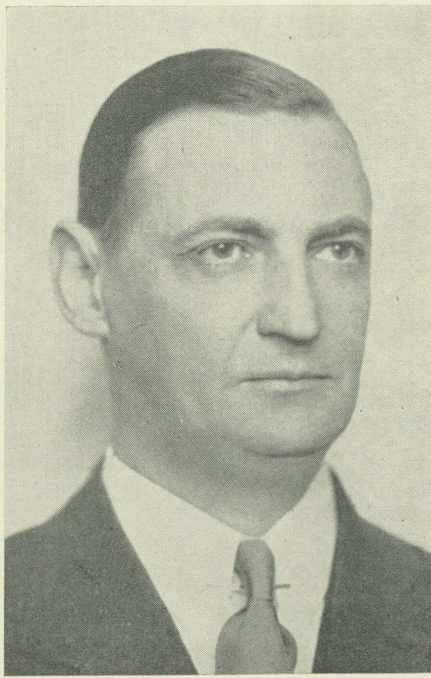
**THURSDAY, DECEMBER 11, 1947**

Regular Session: Columbus Hotel  
(Room No. to be announced).

9:00-11:00 AM "Determination of Benefits Accruing  
to Railway Companies as a Result of  
Railway-Highway Grade Separations"  
—N. B. GARVER, Bridge Engineer,  
Arkansas State Highway Department.  
"Railway-Highway Grade Crossing  
Protection and Separation"—R. L.  
GROOVER, Chief Engineer, Atlantic  
Coast Line Railroad Company.



Walter Spiva, SASHO Director, and Di-  
rector, Mississippi State Highway Depart-  
ment.



A. H. Graham, SASHO Director and  
Chairman of Resolutions Committee; Chair-  
man, North Carolina Highway and Public  
Works Commission.



C. R. McMillan, SASHO Director, and  
Chief Highway Commissioner, South Caro-  
lina State Highway Department.



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- Group Discussion: Maintenance Painting of Bridges.
- 11:00-11:30 AM Business Session—Election of officers and preparation of Committee Report.

### COMMITTEE ON MAINTENANCE, EQUIPMENT AND ROADSIDE DEVELOPMENT

G. W. Phillips, Alabama, Chairman  
F. W. Weldy, Alabama, Secretary

#### MONDAY, DECEMBER 8, 1947

- Joint Session: McAllister Hotel, Biscayne Room.
- 2:00- 3:00 PM Meeting with Committees on Road Design and Construction, Bridge Design and Construction, and Materials and Tests.  
H. L. Lehmann, Louisiana, SASHO Chairman, Committee on Materials and Tests, presiding.  
K. F. Shippey, PRA, Div. 3, Atlanta, Secretary.  
“Disintegrated Concrete Due to Alkali Reactive Aggregates” by W. F. ABERCROMBIE, Engineer of Materials and Tests, Georgia Highway Department.
- 3:00- 5:00 PM Committee Session: McAllister Hotel, Room 414.  
General Discussion of EQUIPMENT based on questions submitted by members.

#### TUESDAY, DECEMBER 9, 1947

- Regular Session: McAllister Hotel, Room 414.
- 9:00-11:00 AM General Discussion of MAINTENANCE based on questions submitted by members.

#### THURSDAY, DECEMBER 11, 1947

- Regular Session: McAllister Hotel, Room 414.
- 9:00-11:00 AM General Discussion on ROADSIDE DEVELOPMENT based on questions submitted by members.
- 11:00-11:30 AM Business Meeting for election of officers and preparation of Committee Report.

### COMMITTEE ON MATERIALS AND TESTS

H. L. Lehman, Louisiana, Chairman  
K. F. Shippey, PRA Div. 3, Atlanta, Secretary

#### MONDAY, DECEMBER 8, 1947

- Joint Session: McAllister Hotel, Biscayne Room.
- 2:00- 3:00 PM Meeting with Committee on Road Design and Construction, Bridge Design and Construction, and Maintenance, Equipment and Roadside Development.  
H. L. Lehmann, Louisiana, SASHO Chairman, Committee on Materials and Tests, presiding.  
K. F. Shippey, PRA, Div. 3, Atlanta, Secretary.  
“Disintegrated Concrete Due to Alkali Reactive Aggregates” by W. F. ABERCROMBIE, Engineer of Materials and Tests, Georgia Highway Department.
- 3:00- 4:30 PM Discussion of above paper. Discussion led by D. O. Woolf, Senior Materials Engineer, Division of Physical Research, Public Roads Administration, Washington, D. C.



W. T. Brooks, SASHO Director, and State Highway Engineer, Tennessee Department of Highways.

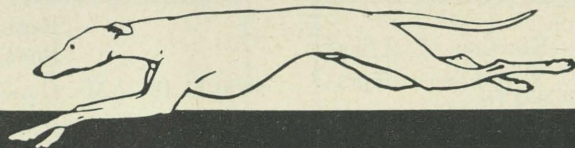


A. H. Pettigrew, SASHO Director and Chairman Committee on Rights of Way; Right of Way Engineer, Virginia Department of Highways.

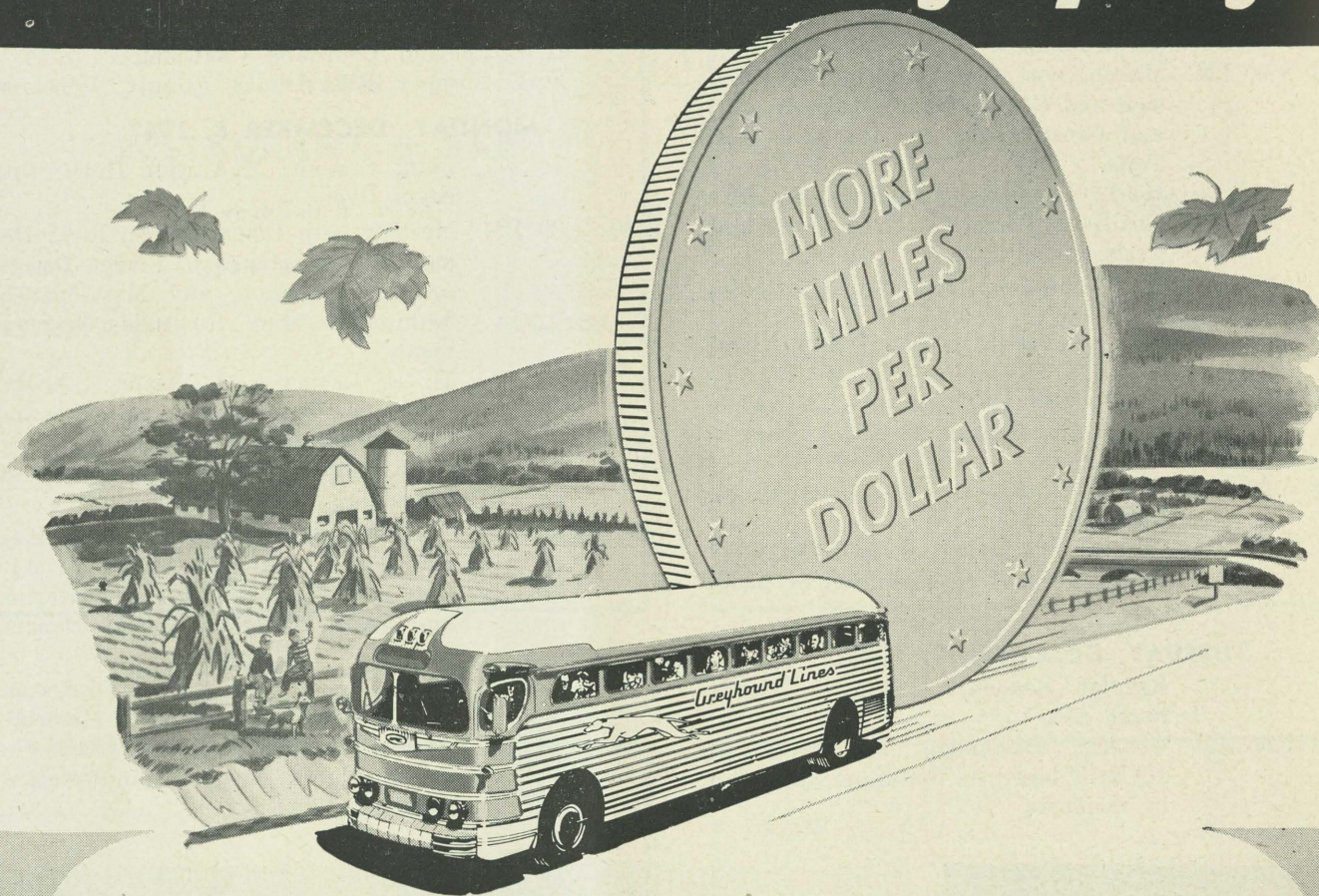


Ray Cavendish, SASHO Director, and Commissioner, State Road Commission of West Virginia.





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# **GREYHOUND**



## **TUESDAY, DECEMBER 9, 1947**

Regular Session: Columbus Hotel  
(Room No. to be announced).

- 9:00-11:00 AM Discussion on Cooperative Tests. Discussion led by C. E. PROUDLEY, Chief Materials and Testing Engineer, State Highway and Public Works Commission, North Carolina.
- 11:00-11:30 AM Business Meeting, H. L. Lehmann, presiding.  
Election of 1948 Officers.

## **THURSDAY, DECEMBER 11, 1947**

Regular Session: Hotel Columbus  
(Room No. to be announced)

- 9:00-11:00 AM Discussion of Current Problems Concerning Materials & Tests. Discussion led by J. L. LAND, Chief Engineer, Bur. Materials and Tests, Alabama Highway Department.
- 11:00-11:30 AM Preparation of Committee Report.

### **COMMITTEE ON PLANNING AND TRAFFIC ENGINEERING**

W. M. Parker, Florida, Chairman

J. K. Crowson, South Carolina, Secretary

All Sessions: TBA Room, Columbus Hotel

## **MONDAY, DECEMBER 8, 1947**

- 2:00- 5:00 PM Discussion of Miami Traffic Problems. Discussion led by EARLE J. REEDER, Director, Traffic and Transportation, City of Miami.  
Traffic Tour, City of Miami (By Bus).

## **TUESDAY, DECEMBER 9, 1947**

- 9:00-11:30 AM "Overall Administration of a Plan-

ning Survey," BURTON MARYE, JR., Traffic & Planning Engineer, Virginia Department of Highways.

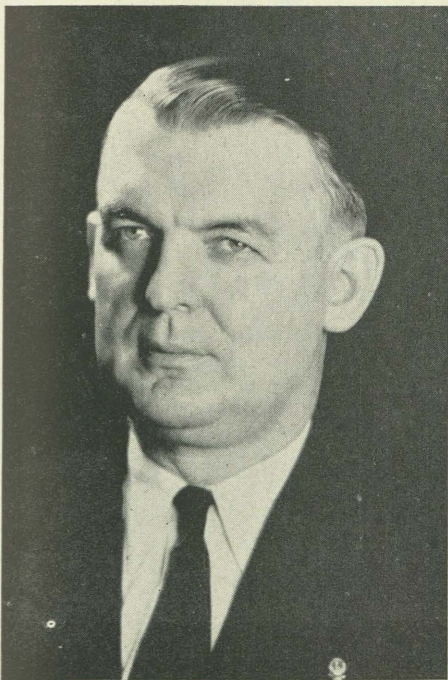
"Hazard Evaluation Formulae For Railway Grade Crossings," C. A. ROTHROCK, State Planning Engineer, State Road Commission of West Virginia.

"Railroad Grade Crossing Study," WEBB J. CRECINK, JR., Traffic Engineer, Division of Highway Planning, Mississippi State Highway Department.

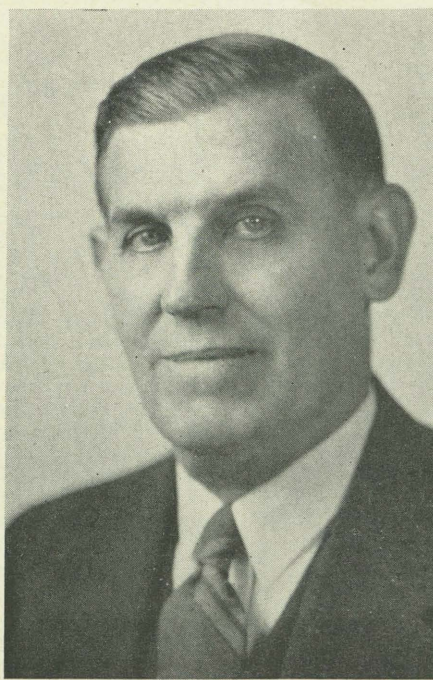
"Use and Influence of Highway Planning Survey in Highway Departmental Activities," E. K. HOLMES, Chief, Division Highway Transport Research, U. S. Public Roads Administration.

## **THURSDAY, DECEMBER 11, 1947**

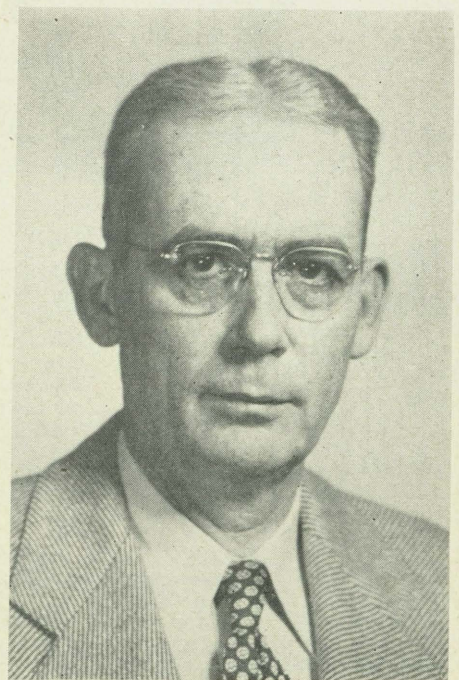
- 9:00-11:00 AM "Locating a Toll Bridge For Successful Operation," (Slides), M. EARLE CAMPBELL, Engineer of Traffic and Operations, Highway Research Board.
- "Jacksonville Interstate Highway Plan," (Slides), W. M. PARKER, Division Engineer, Division of Research and Records, Florida State Road Department.
- "Jacksonville Parking Study," (Slides), H. HOWARD, Traffic Manager, Division of Research and Records, Florida State Road Department.
- "Expressways," — A Technicolor Sound Film (Courtesy Portland Cement Company).
- 11:00-11:30 AM Business Meeting. Election of officers and preparation of Committee Report.



S. T. Roebuck, Chairman SASHO Committee on Administration, and Chairman Mississippi State Highway Department.



G. W. McAlpin, Chairman SASHO Committee on Road Design and Construction, and State Construction Engineer, State Road Commission of West Virginia.



T. B. Gunter, Jr., Chairman SASHO Committee on Bridge Design and Construction, and Chief Bridge Engineer, North Carolina State Highway and Public Works Commission.



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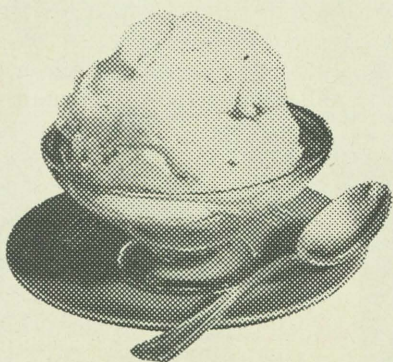
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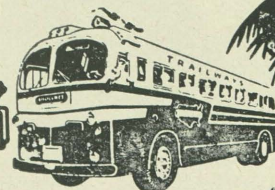


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## COMMITTEE ON RIGHTS OF WAY

A. H. Pettigrew, Virginia, Chairman

H. G. McCluskey, Alabama, Secretary

All Sessions: McAllister Hotel, Room 420.

### MONDAY, DECEMBER 8, 1947

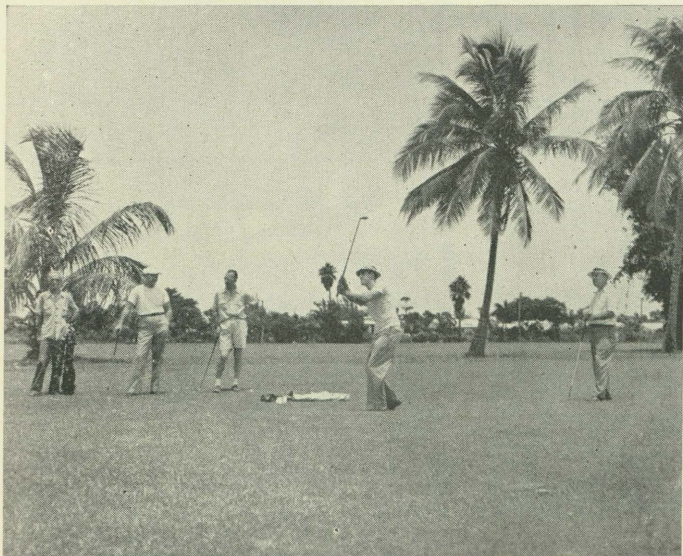
- 2:00- 5:00 PM Paper on "Acquisition of Rights of Way for Urban Projects," H. J. BLACKMON, Surveys and Plans Engineer, State Highway Department, South Carolina.  
Discussion of Mr. Blackmon's paper by H. G. McCLUSKEY, Right of Way Engineer, State Highway Department, Alabama.

### TUESDAY, DECEMBER 9, 1947

- 9:00-11:30 AM Paper on "Right of Way Acquisition on Secondary Roads, Especially Where Funds are Limited and Free Right of Way is Necessary," PAUL E. LIRETTE, Right of Way Engineer, Department of Highways, Louisiana.  
Discussion of Mr. Lirette's paper by M. H. STICKLER, State Right of Way Engineer, State Road Commission of West Virginia, and O. L. PEELER, Right of Way Engineer, Department of Highways, Tennessee.

### THURSDAY, DECEMBER 11, 1947

- 9:00-11:00 AM Paper on "Right of Way Acquisition in Jefferson County, Alabama," T. C. MANNING, Right of Way Engineer for Jefferson County, Birmingham, Alabama.  
A Round Table Discussion of subjects of interest to the Right of Way Committee.  
11:00-11:30 AM Business Session—Election of Officers and preparation of Committee Report.



GOLF is a popular year-round sport in Miami. There are 11 courses in the area.—Miami News Bureau Photo.

## COMMITTEE ON ACCOUNTING

M. W. TINDER, Kentucky, Chairman

A. D. TRUM, Alabama, Secretary

All Sessions: McAllister Hotel, Room 425.

### MONDAY, DECEMBER 8, 1947

- 2:00- 5:00 PM There will be an informal discussion on the subject of "Uniform System of Highway Cost Accounting" on which papers will be distributed among members of the Committee prior to time of meeting.

### TUESDAY, DECEMBER 9, 1947

- 9:00-11:30 AM Informal discussion on "Permanent Identification of Roadway Sections and Subsections." Papers on subject will be distributed among members of the Committee prior to time of meeting.

### THURSDAY, DECEMBER 11, 1947

- 9:00-11:00 AM Informal discussion on "Ways and Means of Financing Highway Construction and Maintenance." Papers on subject will be distributed among members of the Committee prior to time of meeting.  
11:00-11:30 AM Business Session—Election of Officers and preparation of Committee Report.

## COMMITTEE ON RESOLUTIONS

A. H. Graham, North Carolina, Chairman

C. R. McMillan, South Carolina, Secretary

### THURSDAY, DECEMBER 11, 1947

Hotel \_\_\_\_\_, Room \_\_\_\_\_

- 9:00-11:30 AM

(Committee Room number and additional sessions, if necessary, will be announced by Chairman).



BIG SPLASH—Bruce Parker, former national water ski champion, and Ella Holland, skim over the beautiful waters of Biscayne Bay, Miami.—Miami News Bureau Photo.



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## SASHO LADIES PROGRAM

Mrs. Herman B. Fultz, Ladies Committee Chairman  
Ladies are invited to attend the General Sessions and urged to participate in the Ladies Committee social and recreational events.

### SUNDAY, DECEMBER 7, 1947

5:00- 7:00 PM SOCIAL HOUR  
McAllister Hotel, Biscayne Room

### MONDAY, DECEMBER 8, 1947

12:30 PM FASHION SHOWN AND LUNCHEON  
McAllister Hotel, Main dining room  
3:00 PM Boat ride around the Islands.  
5:00- 6:00 PM Social Hour  
McAllister Hotel, Biscayne  
7:15 PM Leave on Bus for Biscayne Dog Track

### TUESDAY, DECEMBER 9, 1947

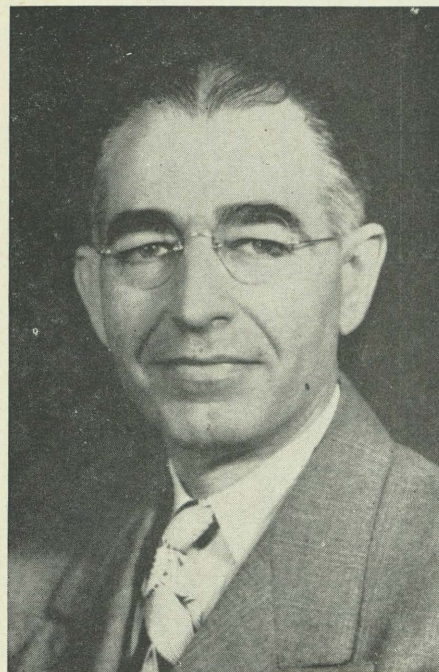
11:30-12:15 PM SOCIAL HOUR  
McAllister Hotel, Biscayne Room  
12:15 PM Leave by bus for Gulfstream Track  
5:00 PM Bus returns to McAllister Hotel  
5:00- 6:30 PM Social Hour  
McAllister Hotel, Biscayne Room

### WEDNESDAY, DECEMBER 10, 1947

8:45 AM Leave for all day bus trip to Key West with stops along route.

## THURSDAY, DECEMBER 11, 1947

11:30- 1:00 PM Social Hour  
McAllister Hotel, Biscayne Room  
5:00- 7:00 PM Social Hour  
McAllister Hotel, Biscayne Room  
7:30 PM Leave by bus for Annual Banquet and Dance (Ladies dress optional — men informal)



M. W. Tinder, Chairman SASHO Committee on Accounting, and Director of Records, Kentucky Department of Highways.



G. W. Phillips, Chairman SASHO Committee on Maintenance, Equipment and Roadside Development; State Maintenance Engineer, Alabama Highway Department.

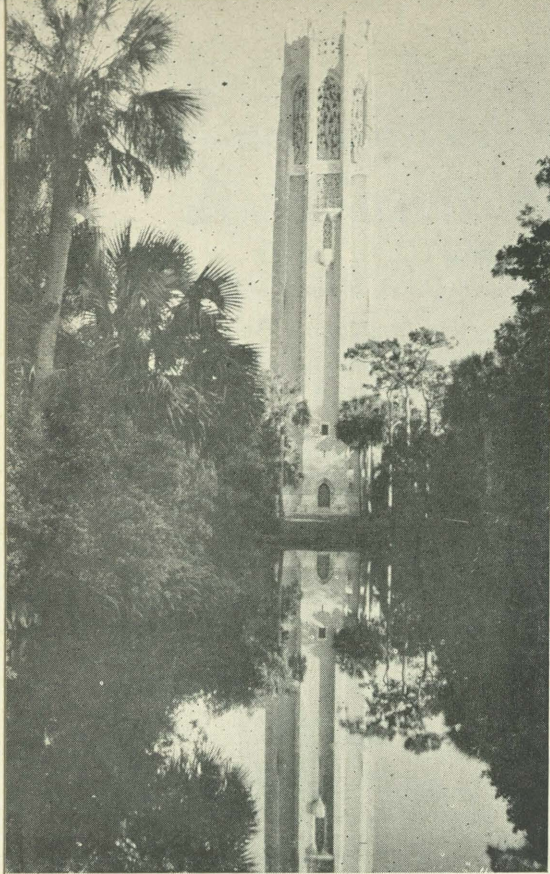


H. L. Lehmann, Chairman SASHO Committee on Materials and Tests, and Testing & Research Engineer, Louisiana Department of Highways.



W. M. Parker, Chairman SASHO Committee on Planning and Traffic Engineering, and Division Engineer of Research and Records, Florida State Road Department.





# POLK COUNTY

## FLORIDA

### *Bartow, County Seat*

**T**HE center of Florida's vast citrus and phosphate industry, "Imperial" Polk County also has many tourist attractions, the most prominent of which are exotic Cypress Gardens near Winter Haven and Bok Tower near Lake Wales. Modern hotels, tourist camps and trailer parks provide varied accommodations for the traveler. Excellent highways throughout the county invite the motorist to enjoy the beauty of this section of Florida. The County Officials of Polk County invite the National Association of County Officials to hold its 1948 annual meeting in Florida.

**MOUNTAIN LAKE SINGING TOWER**, located at Lake Wales on the highest point in Florida, was given to the American people and dedicated by Calvin Coolidge while President of the United States. People from all over the world come to listen to this famed Carillon of 71 bells. Mr. Edward W. Bok, the donor, whose inspiration in life was, "Make you the world a bit more beautiful or better because you have lived in it."

#### **LAKELAND . . .**

Atop the rolling hills of central Florida, is a delightful residential community of 33,000. Referred to as the citrus capital of the state, the city boasts thirteen lakes within its limits, two fine golf courses, modern hotels, and the rapidly growing Florida Southern College famed for its Frank Lloyd Wright architecture.

#### **WINTER HAVEN . . .**

Citrus Capital of the World, under a commissioner-manager government, has a metropolitan population of 13,358. Center of the citrus industry, served by two railroads, with adequate highways to middlewest and eastern markets, exotic Cypress Gardens and famous Bok Tower

close by, it is attractive to industry and tourists alike.

#### **BARTOW . . .**

"The City of Oaks," has a population of 9,000, is the county seat of "Imperial" Polk County and is centrally located in the county. It has modern hotel facilities and has a system of excellent roads radiating from the county seat to various points of interest in Polk County and the State of Florida.

#### **LAKE WALES . . .**

The Crown Jewel of the Ridge Section of the Scenic Highlands of Florida. Two hundred fifty feet above sea level, fine churches, schools, packing houses, canning plants, municipal airport, 30,000 acres of citrus in ten-mile radius, guest of 450,000 visitors annually to Singing Tower. Good hotels, apartment houses and tourist homes.

#### **HAINES CITY . . .**

Population 5,000, has a large number of beautiful lakes. It is located on the main line of the Atlantic Coast Line Railroad and is a packing and shipping center of the state's choicest crops of citrus fruits and vegetables.

#### **AUBURNDALE . . .**

A thriving community of 3000 population, located among numerous lakes and large citrus groves, is the location of two

of the largest and finest citrus packing and processing plants in Florida.

#### **MULBERRY . . .**

The center of the vast phosphate mining operations of Polk County, is a progressive city of 2,123 population. The world's largest miners of phosphate rock operate in and around this community.

#### **FORT MEADE . . .**

Thriving, growing, industrious center of all activities in southern Polk County, Florida, extends fraternal greetings to the National Association of County Officials and through its civic and other organizations invites attention to Florida as the logical state in which to hold the annual meeting of 1948.

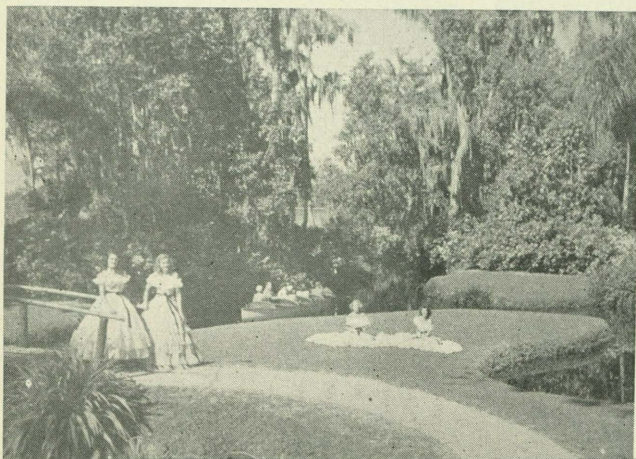
#### **FROSTPROOF . . .**

"The Friendly Town of the Highlands," located at the intersection of State Highways No. 8 and No. 30, important north-south and east-west arterial highways. Like many other communities of Polk County, Frostproof is an important center for the packing, processing and shipping of citrus fruits and products.

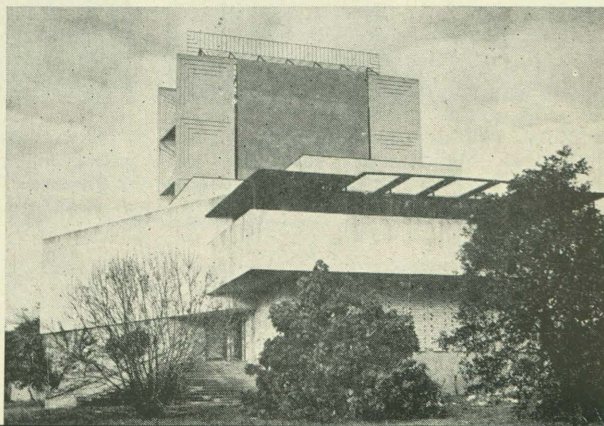
#### **LAKE ALFRED . . .**

A progressive community surrounded by numerous lakes and thousands of acres of Florida's finest citrus groves, is the location of large citrus packing and processing plants.

**CYPRESS GARDENS**, known as "America's Tropical Wonderland," where rare and exotic plants have been gathered from the ends of the earth to form a paradise of beauty. Azaleas and gardenias bloom in profusion along the winding paths; electric boat trips through the lagoons; water skiing exhibitions twice daily; dining room open all year.



**FLORIDA SOUTHERN COLLEGE** is a lakeside college in Lakeland, established in 1883, which now has an enrollment of about 1900 students from Florida, about three-fourths of the states, and many foreign countries. Facilities are being expanded rapidly, FHA having approved a men's housing project of \$1,500,000 value and the college will construct other additional buildings with funds obtained in a current million-dollar campaign for west campus development. Annie Pfeiffer Chapel (pictured) was the first of the six buildings which have been completed.





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# Annual Meeting Florida Road Builders' Assn.

With official activities limited to one day, the Florida Road Builders' Association will hold its Annual Meeting in the Columbus Hotel, Miami, December 8, 1947.

This date was chosen in order that FRBA members might avail themselves of the opportunity of assisting the Chairman and Commission of the Florida State Road Department to welcome and entertain the Southeastern state highway officials and Public Roads Administration engineers at their annual convention, December 7 to 11 inclusive.

Though holding its luncheon and Business Meeting in the Biscayne Room of the Columbus Hotel, all Florida Road Builders' Association members will register as hosts, at the convention headquarters of the Southeastern Association of State Highway Officials, in the lobby of the McAllister Hotel. Requests for hotel reservations should also be made direct to the McAllister, which has arranged with the Columbus hotel for sharing room facilities. For the information of those not acquainted with the local situation, the McAllister and Columbus hotels are located under the same roof and are separated only by an arcade.

The FRBA luncheon will be at



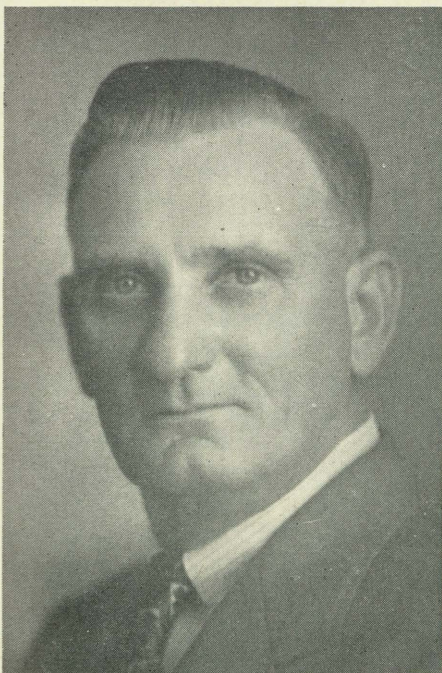
**Alexander Brest, President Florida Road Builders Association and Vice President and Treasurer of Duval Engineering and Contracting Company, Jacksonville.**

1:30 P. M., in the Biscayne Room of the Columbus hotel and will be open to members of the association and their guests in the highway industry. To avoid confusion it should be pointed out that both the Columbus and the McAllister hotels have a "Biscayne Room", and both will be in use during the SASHO and FRBA

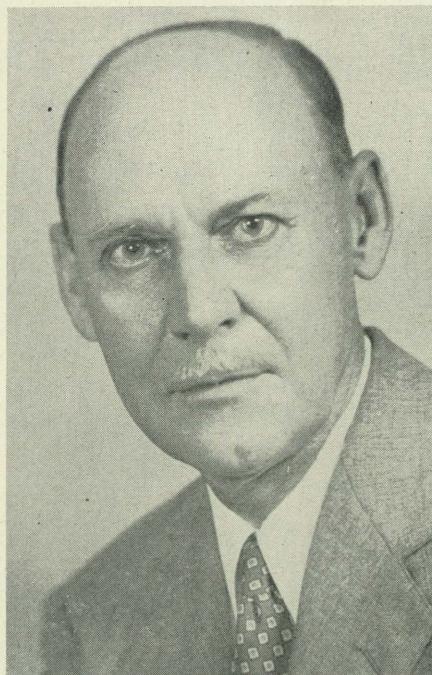
conventions. The Columbus Biscayne Room will be used for the SASHO General Sessions Monday morning and Thursday afternoon. It will also be used for the FRBA luncheon and meeting Monday afternoon. The McAllister Biscayne Room will be used for the reception tendered the State Highway Officials and Federal Engineers, Sunday evening, and for the group gatherings, Monday and Tuesday noons and evenings.

Alexander Brest, President of the Florida Road Builders' Association, will preside at its luncheon. Chas M. Upham, Engineer-Director of the American Road Builders' Association, Washington, D. C., will act as Toastmaster in introducing the luncheon speakers.

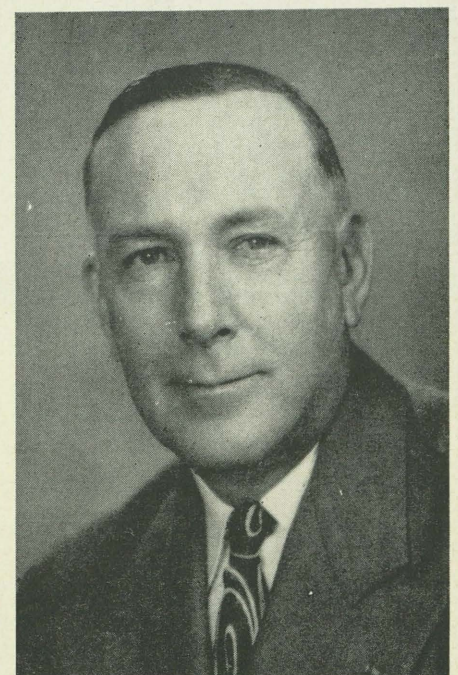
Mr. J. T. Callaway, Assistant to Vice President, Goodyear Tire and Rubber Company, and President of the American Road Builders' Association will be the principal luncheon speaker. The luncheon program will also include remarks by Mr. W. A. Danner, President of the Associated Equipment Dealers, of Chicago, Donald O. White, President, Contractors' Division, American Road Builders' Association, and Paul L. Andrews, Executive Secretary, Georgia High-



**W. H. Armston, Vice President, Florida Road Builders' Association, Dunedin. President, W. H. Armston Company.**

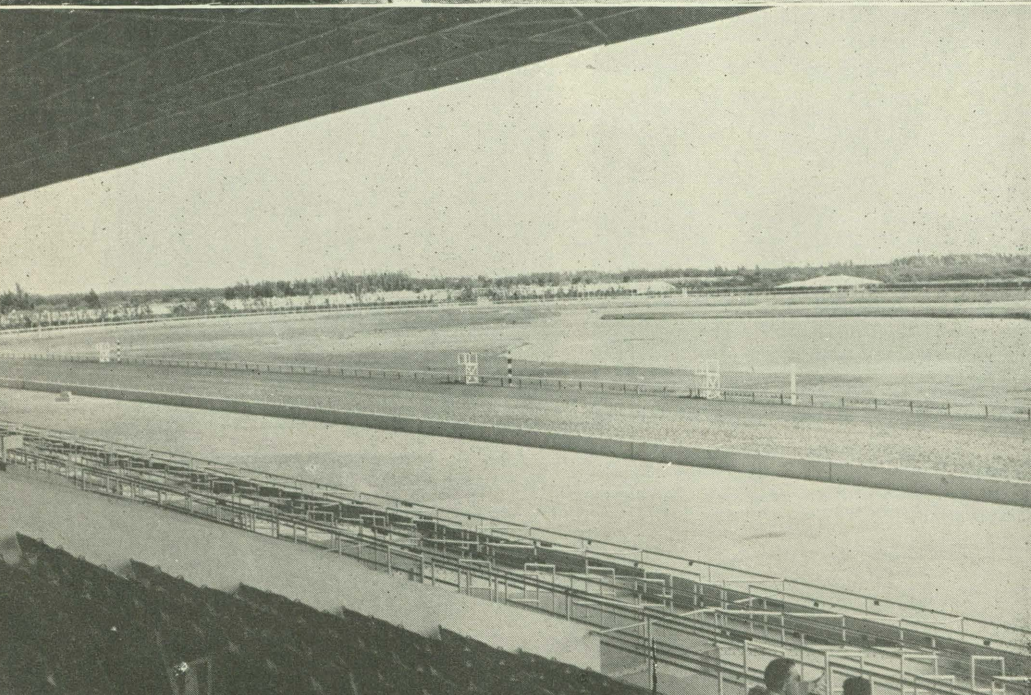
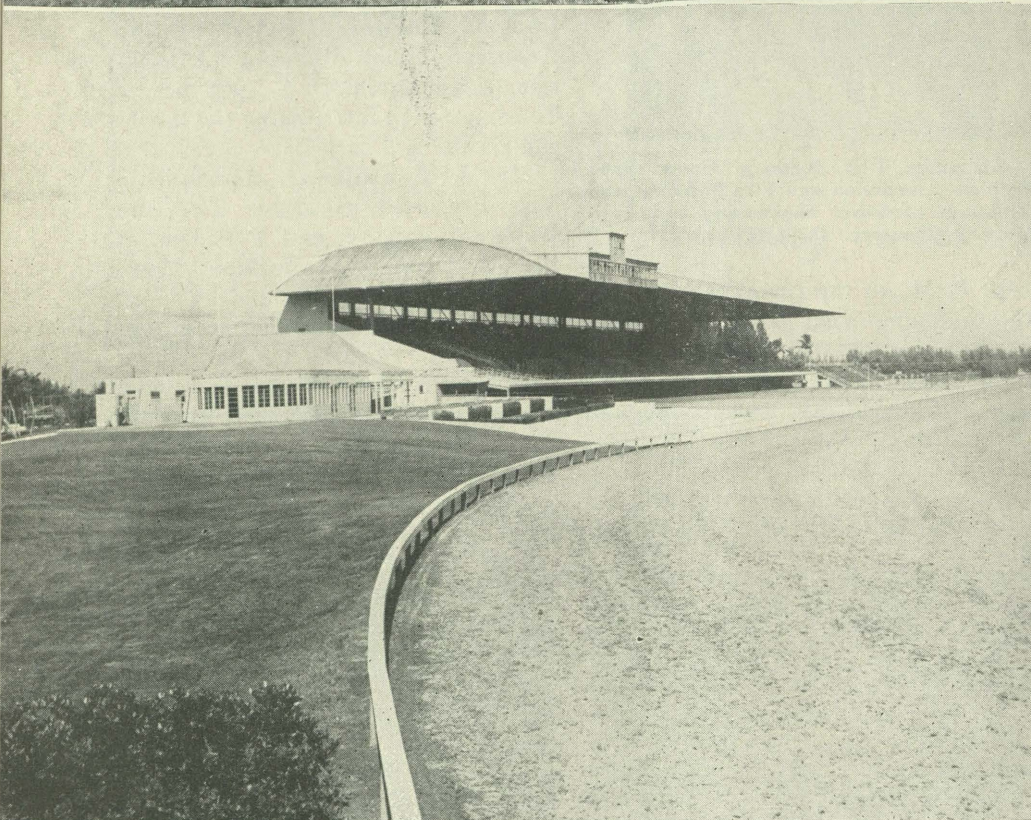


**R. L. Bannerman, Secretary-Treasurer Florida Road Builders Association; Southeastern representative Mexican Petroleum Corporation.**



**John A. Long, Executive Secretary, Florida Road Builders' Association, Tallahassee.**





way Contractors Association, who will represent visiting State secretaries of the southeastern road building associations. Following the luncheon, the Florida Road Builders' Association will hold its business meeting, and elect officers for the ensuing year.

Although being the first Annual Meeting of the Florida Road Builders' Association, this will be its seventeenth year as a Florida road-building group since it was organized in 1930 as the Florida Section, American Road Builders' Association, the name under which it operated until the 1946 reorganization.

Other officers of the Florida Road Builders' Association besides President Brest are: W. H. Armston, Vice President, of Dunedin, and Robert L. Bannerman, Secretary-Treasurer, of Tallahassee. John A. Long is Executive Secretary of the Association, at its headquarters in Tallahassee.

Joining with the Florida Road Builders Association in extending hospitality to the Southeastern state highway officials, are the following organizations: Southeastern Associated Equipment Distributors; Portland Cement Association Lime Rock Association of Florida, and numerous material and equipment firms, contractors and bonding agencies. A full list of sponsors will be found in the entertainment program folder.

One of the social events arranged by the Florida Road Builders will be an evening at Jack Goldman's Clover Club. Featured attractions in the entertainment at the Club will be the DeCastro Sisters from Havana, Cuba, and Gross and Dunn.

The lovely trio of DeCastros hail from Havana, Cuba, although two of them were born in this country. The third obtained her American citizenship last winter while the sisters were singing at the Club.

In Hollywood the DeCastros have received top recognition with roles in Walt Disney pictures, and in the recent "Copacabana", in addition to other movies. They have also gained renown for their handling of Latin and novelty rhythms via big radio shows.

**VIEWS OF GULF STREAM PARK, HALLANDALE**—Top, exercising the racers; center, track and grandstand; bottom, the track as viewed from grandstand.





Miami's Clover club will star the hit singing trio of the DeCastro Sisters in one of its December shows. The Latin lovelies, who have made several pictures and scored on radio as well, will be making their fourth return engagement at the Jack Goldman club.

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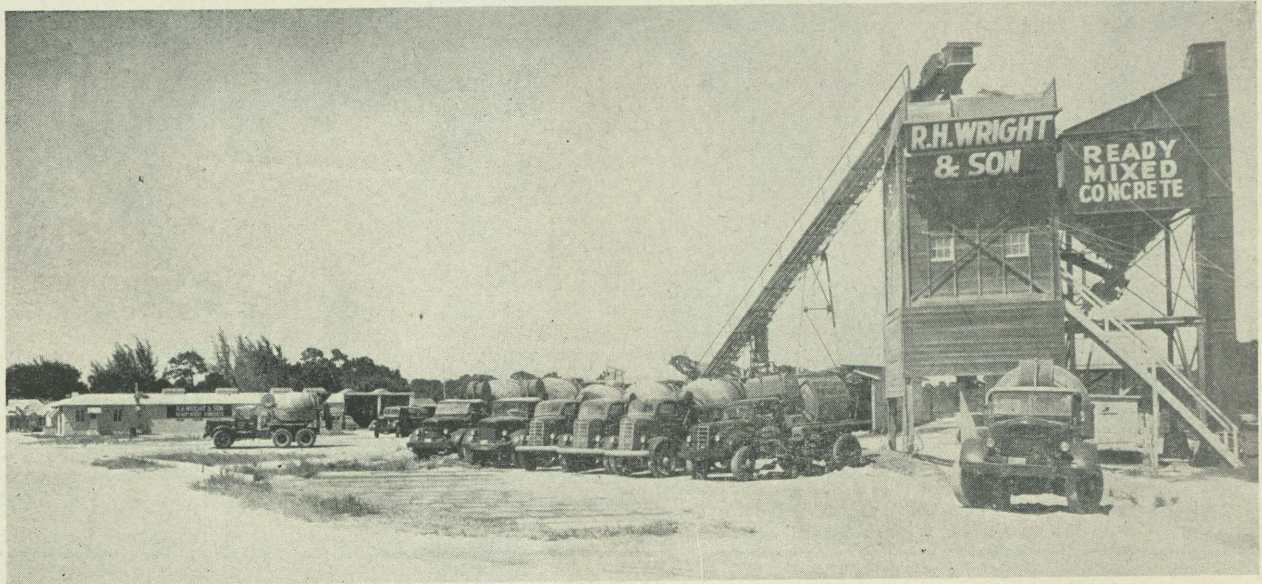
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FORT LAUDERDALE, FLORIDA



# A. E. D. to Meet in Miami

Mr. William A. Danner will be the principal speaker at a meeting of the Southeastern Associated Equipment Distributors at The McAllister Hotel, December 11 and 12.

Mr. Danner is Treasurer of the Parker-Danner Company, 25 Factory Street, Hyde Park, Massachusetts, one of the largest equipment distributors in New England.

Mr. Danner has been active in A. E. D. affairs since 1932. He has been a member of the Board of Directors; he was former Chairman of the A. E. D. National Affairs Committee; and in 1946 he was elected Executive Vice-President of the National Association of Associated Equipment Distributors. In February of 1947 he was elected the 28th President of A. E. D.

He served with the A. E. F. in France in 1917 and 1918.

He has been Treasurer of the Parker-Danner Company since 1932.

He is married and his two children are his first hobby next to Contract Bridge.

The A. E. D. Meeting will open on the morning of December 11, registration at The McAllister Hotel, and the program below is a tentative program for the entire meeting. The A. E. D. will also be hosts at a cocktail party, prior to the annual banquet of the Southeastern Association of State Highway Officials at the Roney Plaza Hotel.

Dec. 11—10 to 12 AM—Registration.

12:30 PM—Luncheon, Directors' Room, The McAllister Hotel.

1:30 PM—Welcoming Address and Introductions.

2:00 PM — "THE NATIONAL A. E. D."—Wm. A. Danner, President A. E. D.

3:00 PM—Tom Callaway, President American Road Builders' Association.

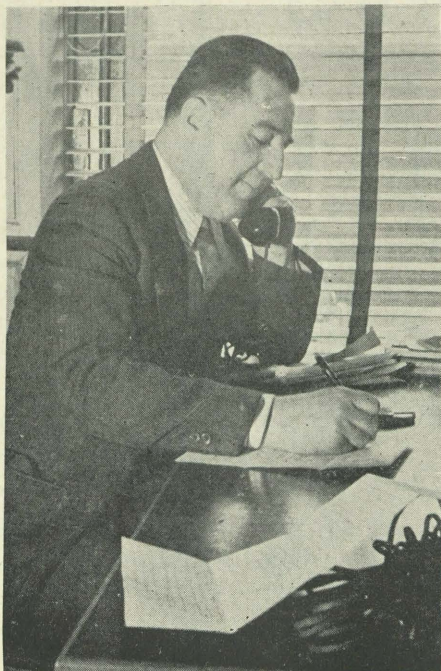
3:30 PM—Frank G. Knight, Secretary A. E. D.

4:00 PM—L. J. Moore, Director Region 5, A. E. D.

4:15 PM—Adjourn.

6:45 to 7:45 PM—Host to SASHO Members at Roney Plaza Hotel.

Dec. 12—10:00 AM—Alex Brest,



WM. A. DANNER

President Florida Road Builders' Association.

10:30 AM — F. Elgin Bayless, Chairman Florida State Road Department.

11:00 AM—Charles Upham, Engineer-Director ARBA.

11:30 AM—A "surprise" national speaker.

12:30 PM—Luncheon.

2:00 PM—Roundtable discussion: "What can the Distributor do to help his customer? What can the Manufacturer do to help the Distributor? What can the Distributor and Manufacturer do to help the Highway Officials and Road Builders?"

ALSO: What will the 1948 ARBA ROAD SHOW be like?

7 to 8 PM—Cocktail hour.

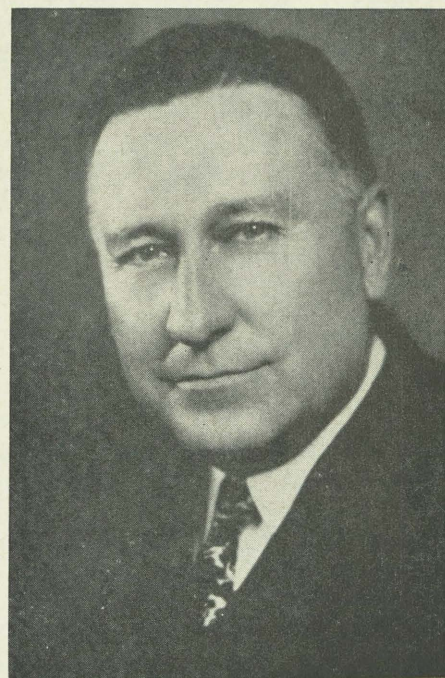
8:00 PM—Banquet and entertainment.

Headquarters for the Equipment Dealers during the Southeastern Association of State Highway Officials' Convention will be in the Presidential Penthouse of The McAllister Hotel, December 7 to 13. All State Highway Officials, Roadbuilders, Contractors and A. E. D. Members are invited to make this their headquarters.

The Committee in charge of the

program for the A. E. D. Meeting is well known to most of the Contractors, Highway Officials, and Equipment Dealers in the Southeast. The Committee members are P. W. (Bill) Burke, President of Allied Equipment, Inc., Miami. Mr. Burke is Chairman. The other Committee Members are: "Jim" Llewellyn, of Llewellyn Machinery Company, Miami; J. W. Sayers, of Florida Equipment Company of Tampa; and J. H. Hesse, of M. B. Ogden Company, Jacksonville.

## Will Speak at FRBA - AED



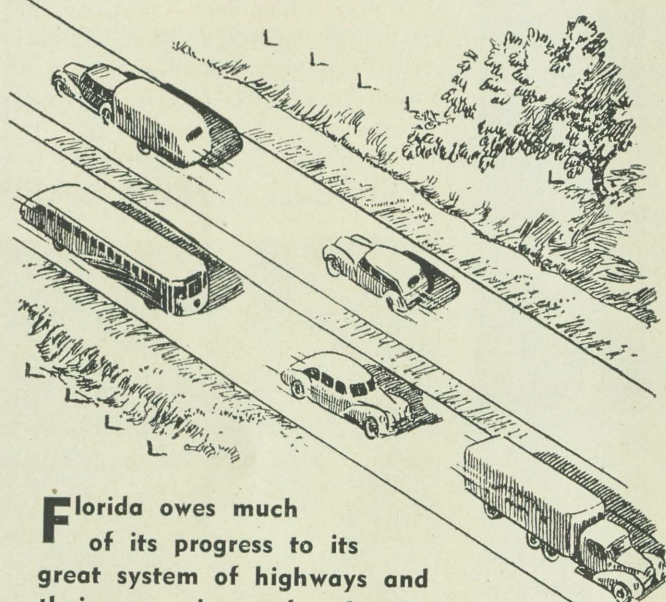
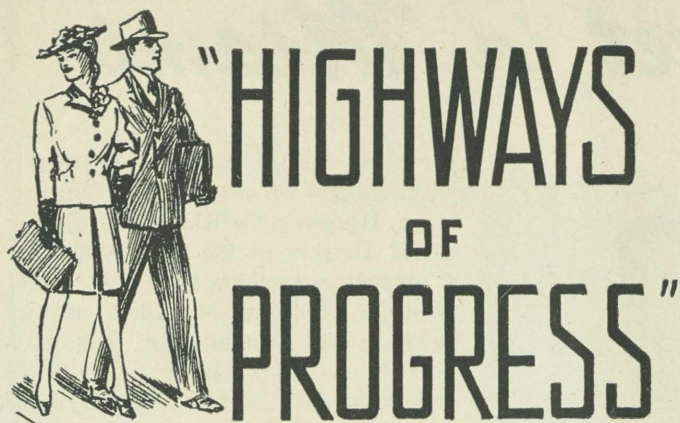
Chas. P. Upham, Engineer-Director of the American Road Builders Association, who will serve as toastmaster at the Florida Road Builders Association meeting, Monday, December 8, and be a principal speaker at the meeting of the Southeastern Associated Equipment Distributors, Friday, December 12, has made a distinguished record in the field of highway development.

Following an engineering career which has led him through many locations, not only in the United States, but in Latin America and Germany as well, his reputation has reached international proportions.

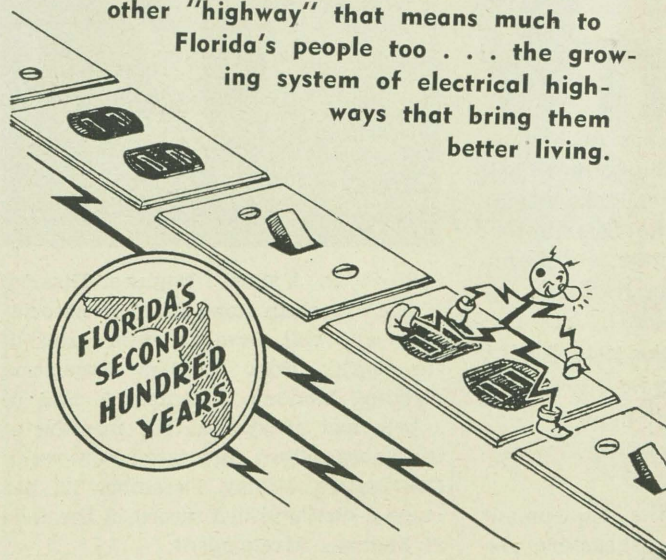
One of Mr. Upham's most noteworthy tion of a \$150,000,000 highway construc-

(Continued on Page 64)





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ON BISCAYNE BLVD. AT N. E. 1st STREET



# Rickenbacker Causeway Completed---

By Earle M. Rader,

*County Engineer, Dade County*

Rickenbacker Causeway is a new causeway being constructed by the Board of County Commissioners of Dade County, Florida, which is about to be opened to give vehicular access to Key Biscayne and Virginia Key, from the City of Miami, Florida. It leaves the mainland at S.E. 26th Road and crosses Biscayne Bay to Virginia Key, and from thence to Key Biscayne. It is a double-drive, four-lane modern highway with an up-to-date white-way lighting system. The primary reason for the Causeway is to serve beautiful Crandon Park (on Biscayne Key) with its two miles of ocean beach and its luxurious tropical trees and shrubbery. The Causeway, however, also serves the privately-owned portion of Key Biscayne, the City of Miami-owned portion of Virginia Key, and will undoubtedly eventually serve Fisher Island, a short distance to the north of Virginia Key.

The Causeway project including its bridges is 3.9 miles long starting at the Florida East Coast Railway at 26th Road and running to Biscayne Key. Starting at the westerly shore of Biscayne Bay and going easterly you will travel over first, what is known as the west bridge which is 0.11 miles long. Then you will come to a filled section 0.70 miles in length. After traversing this first filled section you will cross the main Bay Bridge 0.71 mile in length. Near the center of the Bay Bridge and crossing the Intracoastal Waterway channel is the bascule type lift bridge. Directly east of the Bay Bridge is another fill 1.55 miles in length, which crosses the southwesterly end of Virginia Key to Bear Cut and from that point you travel across the Bear Cut bridge for 0.38 mile to Crandon Park on Key Biscayne.

Actual construction of Rickenbacker Causeway was commenced in December 1941 when the dredging work, under the Arundel Corporation, was started. Soon thereafter the Reed Construction Corporation commenced its contract for the bascule lift span, and the E. H. Latham Company got underway with its contract for the fixed beam bridges.

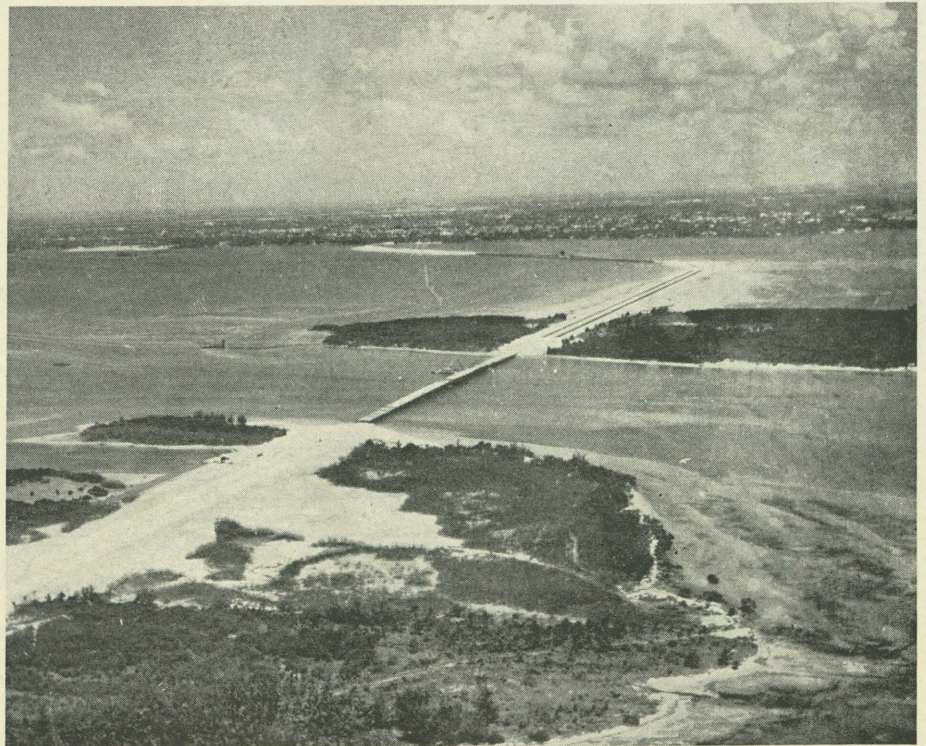
Most of the fill in the Causeway was completed, the concrete work on the bascule piers was practically finished, and a part of the piling was driven for the fixed beam bridges before war conditions reached the point where the work had to be stopped. However, due to a queer turn of affairs, bulkheading work had to be started at that time and carried through to completion because of an order from the Chief of Engineers, requiring that the bulkheads be completed to keep the fill from washing into the channel, which would have been a detriment to the war effort, so in reality work on Rickenbacker Causeway never actually stopped all during the war, although it did get down to a low ebb several times and the activities changed a number of times from one type of work to another.

During the winter of 1942-1943 when the pile driving work was getting underway, considerable difficulty was experienced in trying to drive the hollow metal monotube casings that were later filled with reinforced concrete forming the foundations for the fixed bridges. The rock was found to be considerably harder

than anticipated and a number of these monotube casing were spoiled in attempting to drive them. The solution however proved to be the use of a combination large size metal punch and hydraulic jet. By punching and jetting, along with the driving of the piles, we were able to get them down quite easily and to also obtain the correct loading on them.

Each pier of the fixed beam bridge has five piling under it, four of them leaning toward a central vertical piling. At first these leaning piling had to be driven by moving the pile-driving equipment and changing its anchors for each pile, thereby consuming more time than was anticipated. However, after considerable study a plan was devised whereby the leads that held the pile while it was being driven could be tilted to the left and to the right, as well as forward and backward. This made it possible to drive all five piling for each foundation without changing the anchors on the floating equipment, and materially speeded up the work.

In the fall of 1945 we were able again to go ahead with work on the  
(Continued on Page 49)



Aerial view of the entire Causeway looking towards City of Miami with Bear Cut Bridge in foreground.



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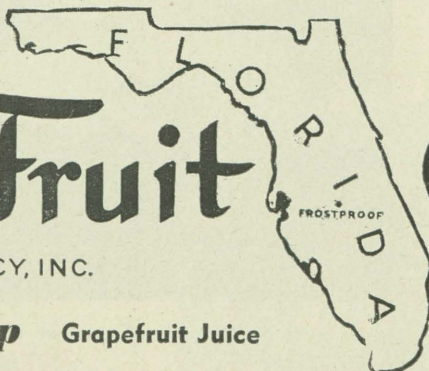
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# County Activities and Personalities

Officers and directors of the State Association of County Commissioners recently met in Jacksonville to make preliminary plans for the national convention of the Association of County Officials to be held in Jacksonville in June, 1948.

William T. Norton, former state patrol officer, has been appointed chief of Dade county's police force by the county commissioners.

Leon County Commissioners have appointed L. Frank Branan, Jr., as Leon County Zoning Director. Mr. Branan was formerly a construction company superintendent.

The Highlands County Board of Public Instruction has employed L. M. Moseley as School Attendance Officer and the County Commissioners are requesting Governor Caldwell to appoint Mr. Moseley as Associate Probation Officer so that he will have authority in carrying out his duties.

Oliver T. Burgess of Chipley has been named pasture and dairy specialist for Jackson county by the County Commissioners. He is to aid farmers in beginning a county-wide dairy program.

Pinellas County Commissioners have appointed Y. J. Rhodes, a retired St. Petersburg police department captain, as superintendent of the new county stockade.

After a warning by the Lee County Commissioners that persons dumping trash on the highways would be prosecuted, two men were tried for the offense and fined \$25 each.

Attorney General J. Tom Watson has informed Comptroller C. M. Gay that County Commissioners have authority to buy an automobile for the sheriff to use in patrolling county roads and beaches. If a sheriff uses a county automobile, he will not be paid a mileage fee.

The 1947 Polk County tax roll will be shy 9,600 acres in the northwest portion of the county. Polk County Tax Assessor John B. White has dropped from the assessment roll a tract of land which has been transferred to Pasco County. Apparently, an error was made describing the boundaries of Polk and Pasco Counties in making a 1941 compilation of statutes.

Orange County Commissioners are

planning a county-wide improvement program on lateral farm to market roads.

A county-wide road paving program has been initiated by Suwannee County Commissioner to eliminate the almost daily cost of grading and dragging sand and clay roads. The program calls for construction of roads 16 feet and 18 feet wide with depths of 6 and 4 inches.

Work is under way on retreading the road between Pahokee and Belle Glade. This contract, which was awarded to the J. G. Dickerson Construction Company of Lakeland, calls for the laying of 20,000 tons of hot mix asphalt and the contractor has 140 days to complete the job.

Duval County Commissioners have authorized the installation of seven traffic lights at hazardous arterial intersections in the rural areas of that county.

The Embry-Riddle aviation school is moving its facilities by units from Chapman Field to Opa-Locka airport in accordance with a recommendation of the Dade Zoning board, which was adopted by the Dade County Commissioners, that all aviation activities be halted at Chapman Field.

Dixie County Commissioners are completing negotiations for taking over the Cross City Army Air Base and plan to lease the water facilities of the base to the town of Cross City. Alton C. Witt of Lake City is said to be negotiating with the Commission for the lease of real estate, runways and building for the purpose of operating a public air base and flying training school.

A bid for furnishing portable voting booths in assorted sizes for a total of \$1,181.75 by George Stuart, Inc., of Orlando has been accepted by the Bay County Commissioners. The Commissioners feel this is an economy measure since it will eliminate the cost of construction of voting stalls at each election.

The directors of the St. Augustine and St. Johns County Chamber of Commerce have asked the St. Johns County Commissioners to levy one and a half mills of the two and a half mills authorized by law to set up a yearly fund for advertising and publicity for St. Augustine and St. Johns County.

Lee County Commissioners have agreed to stake out and grade one mile of road, which Leonard Santini has agreed to pave, leading to public facilities for bathing, fishing and picnicking at Fort Myers Beach on the southeastern end of Estero Island to be developed by Mr. Santini at a cost of \$34,000.

An agreement has been signed by the Martin County Commission and the Martin County Golf and Country Club under which the club will operate the golf course at Port Sewall for the general public.

Escambia County Commissioners have approved an appropriation of \$154,000 for the operation of a county hospital at the former county tuberculosis hospital northwest of Pensacola and Governor Caldwell has appointed the five members of the hospital board. They are Al Whigham, Mary Ann Harrell, Ralph McLane, Dr. M. A. Lischkoff and Hunter Brown.

Marion County's new health unit has begun operations under the direction of Dr. Pal H. Jenkins, recently appointed by the Marion County Commission. Dr. Jenkins, a graduate of the University of Nebraska, was recently released by the army after serving for 12 years as a health officer.

Federal Judge William J. Barker ordered the U. S. Marshal in Tampa to sell the cruiser Hidalgo to satisfy a \$2,500 judgment won against the craft by the Pinellas County Commissioners. The Commissioners were forced to salvage the cruiser after it hit the bridge at Johns pass and sank on a water main since the owner abandoned the boat and disclaimed all responsibility.

The North St. Lucie River Drainage District Board has authorized work of removing hyacinths from the St. Lucie River as an emergency measure and the work began immediately.

Pinellas County Commissioners have paid for an artificial leg to settle a long-standing dispute at Tarpon Springs. The County Welfare Department ordered a leg for a Greek-American, who lost a leg in an accident, at the request of his friends who raised money for the artificial leg. In the meantime, the money was turned over to the one-legged man, who spent it instead of turning it over to the leg manufacturer. He said the limb didn't fit and he wouldn't wear it.



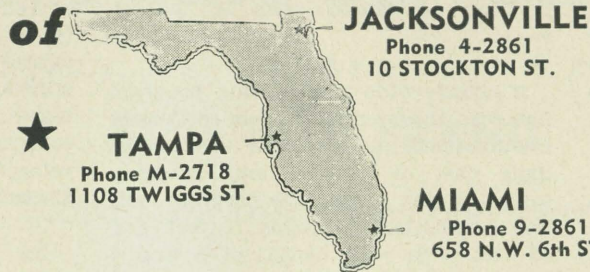


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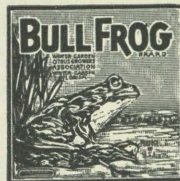
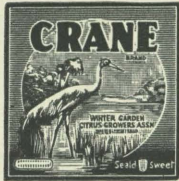
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# IT HAPPENED IN FLORIDA . . . . .

By

JULIA REHWINKEL HOLLAND

He didn't have the "wings of an angel," but the courthouse master keys were enough to get Ernest Butler, 47-year-old Miami negro, out of the Dade courtroom detention cell, where he was awaiting transfer to the jail to serve a 10-day sentence. When found in the hallway, he said he was returning his courthouse janitor keys to the building superintendent and tell him he wouldn't be at work for the next 10 days.

Two escaped convicts made their capture an easy matter in Fort Myers. They robbed a house two doors from Lee county Sheriff Floyd Ellis' residence and took a car, and, when the automobile stalled at a traffic light, the fugitive hailed the next motorist and asked for a push. The motorist happened to be the sheriff with Patrolman Nolan Mathis, who had been checking the area for the missing men, so the convicts got a push to jail.

In Miami, Edward Campbell, 58, and Chester Harris, 50, are charged with starting a fire in an unoccupied house. It seems they held a party in the house and accidentally set it on fire, causing several hundred dollars in damage.

The Florida Council for the Blind reports that losses due to thefts from the 40 stands they supervise throughout the state have been less than 1 per cent of gross sales, which proves, they think, that Floridians are "exceptionally honest" in dealing with the blind operators.

James Henry Bloodgood, 94-year-old former adventurer, who acquired the nickname "Sailor Jim" in a biography published in 1941 and who spent 25 years on the high seas and fared forth twice before on the seas of matrimony, has embarked upon his third matrimonial venture in Tampa, where he settled in 1904 after his sailing days were done. The latest bride was his former 55-year-old housekeeper, Mrs. Minnie Lee McCloskey.

The operator of the Indian Rocks Sundries shop, S. P. Broward, has

heard some mighty strange things come out of the juke box, but now he has seen about the most unusual thing he could see in a juke box — snake, no less. Opening his store on a recent morning, he felt the need for a tune to start the day and inserted a dime in the juke box. Looking to see if the proper record was moving, he spied a live, four-foot snake reclining on a record, and he and the Modern Music Company would still like to know how it got there.

George Bass of Bartow has killed the second alligator which has been living in an abandoned phosphate pool in his pasture and killing and eating his calves. The alligator measured 11 feet, 8 inches from snout to the tip of his powerful tail and Bass killed the saurian with a .22 rifle.

Metra, the doe, which as a fawn, was swapped to the Myakka River State Park for the buck fawn that became "Flag," the star of the picture version of *The Yearling*, missing for several months, has been found. Park officials heard she had been injured by a hunter with a .22 rifle and searched all over for her without success, but she turned up the other day, little more than skin and bones, with a herd of deer which apparently had been taking care of her since she was injured.

The Miami Orange Bowl Committee has selected a Powers model, Miss Patricia Fordyce of Pennsylvania, to reign over its annual festival as "Spirit of Youth." Miss Patricia Steckman, a Miami girl, was among the models presented by the Powers agency to the committee when it was in New York last summer, but a committee ruling bars Miami girls from this competition.

Avak, the Armenian boy whose "vision" and faith cures have won him a million dollars worth of publicity, spent several hours in Tampa and took a few minutes from his nation-wide sight-seeing tour to attempt one of his famous faith cures.

Miss Lucile Rey, editor of the

gota, one of Colombia's outstanding newspapers has been visiting in Miami. Miss Rey is making a study of American newspapers.

Dr. Caridad (Nena) Benitez, a director of culture in the Cuban Ministry of Education, was a recent week-end visitor in Miami. Dr. Benitez who is also music critic of the Havana newspaper, *Diario de la Marina*, and director of the Children's Bureau of Fine Arts, plans to spend six months in this country studying methods of teaching music in public schools.

The Garden restaurant in Miami is operated by Mrs. Maria Freyer, who served her cooking apprenticeship in the castle kitchen of Count Manfred Matuschka in Austria. Count Manfred Matuschka paid his first visit to her father's hotel in Rauris, Austria, the day she was born and some fifteen years later (after many visits) he invited her to serve her apprenticeship in his kitchen.

There are those who scoff at college training for farmers, but Florida Southern College at Lakeland opened its brand new citrus school last month. Dr. James B. Redd, director of the school, says the students will perform actual work in the groves along with their lessons, and will also visit nearby packing houses and canning plants.

The Miami Wellesley club is trying to earn its \$12,000 quota during Wellesley college's current campaign to raise \$7,500,000 by various types of work instead of soliciting funds. One member is making homemade chutney, another is spicing pickles, another making fudge; cigaret boxes, flowerpots and vases are the handiwork of another; and still others are manufacturing aprons, children's dresses, luncheon napkins, and women's frocks.

Pigeon Key, between Miami and Key West, is the smallest inhabited island in the world. It is on the route of the famous Overseas Highway.

The Royal palm will not grow at Arcadia, but grows luxuriously in Fort Myers, some 50 miles to the southwest.

Three-year-old Colin Branch, English-born son of Corporal and Mrs. L. W. Branch of Wakulla, was unperturbed by the closing of a saw mill and the three hours of feverish searching he caused on a recent

(Continued on Page 52)



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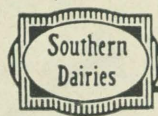
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## RICKENBACKER CAUSEWAY COMPLETED

(Continued from Page 43)

most accommodating and if it had not been for their cooperation, the Causeway would not be open during 1947.

This job has not been without its labor troubles. First there was a shortage of men, then a shortage of the right kind of skilled labor. On one occasion there was a strike of common labor that fortunately did not amount to much, in fact, a call to the employment agency brought more common laborers than could be used, the following day. On another occasion certain skilled laborers conspired to cut down their production by more than half the work they had been doing. In the latter case, the matter was speedily handled by discharging the ring leaders of the conspiracy.

We have been asked a number of times why a draw span was not built in the Bear Cut bridge. The answer to this is that the matter was discussed at some length with Government officials before contracts were let for the Rickenbacker Causeway and the Government objected to a draw span because they wanted all boats entering Miami Harbor to go in through the Government cut so that they could be checked for quarantine, immigration, customs and so forth. Another reason for no draw span is the fact that only small boats can go through this Bear Cut Channel due to shallow water.

At the bascule span crossing of the Intracoastal Waterway Channel there is a vertical clearance of 25 feet and a horizontal clearance of 80 feet when the bridge is in the closed position. This will let the bulk of boats traversing said channel through without opening the bridge and interrupting vehicular traffic on the Causeway. However the most modern and up to date machinery and equipment have been installed at the lift bridge so that it can be operated safely with a minimum loss of time.

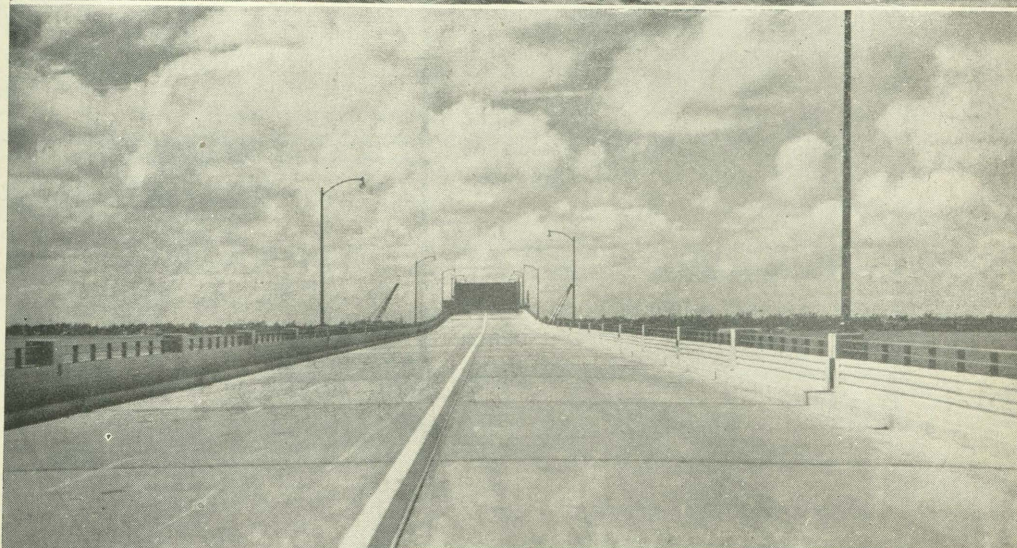
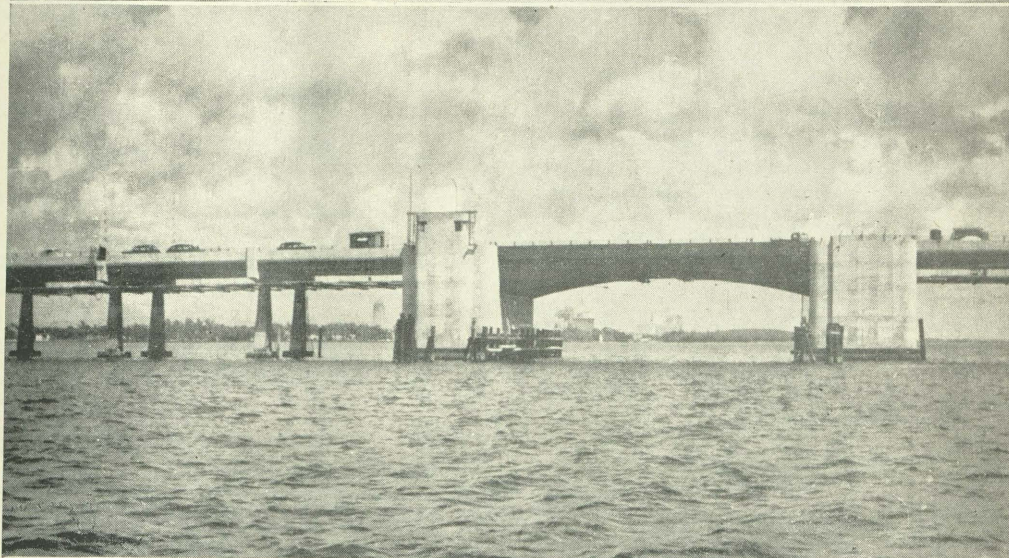
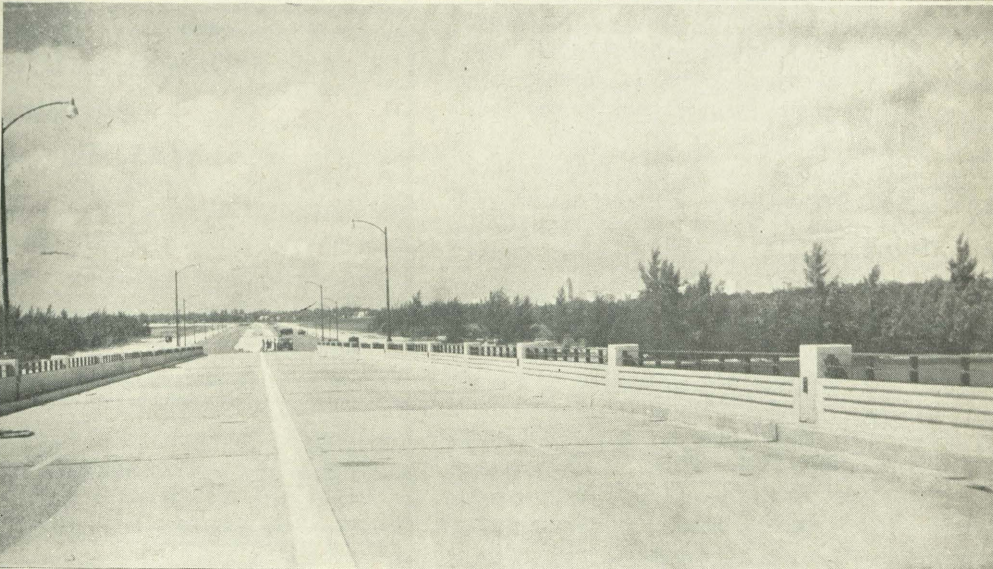
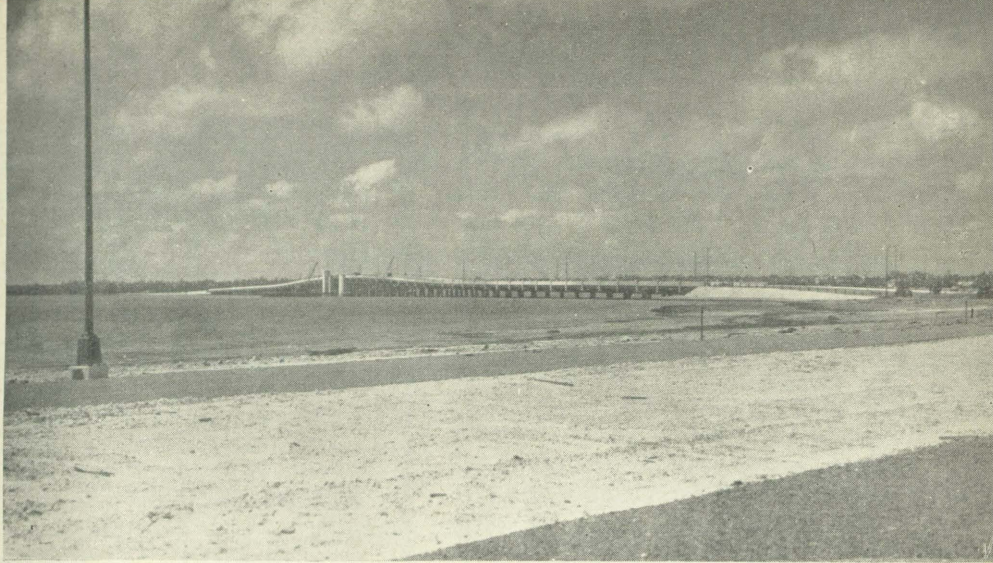
Dade County owns 170 acres at

**Top:** View of viaduct looking towards the City of Miami and showing bascule bridge.

**Second from top:** The Causeway approach looking west from first viaduct..

**Third from top:** View of approach viaducts and bascule bridge as seen from Causeway fill northwest of Virginia Key.

**Bottom:** Bascule lift bridge on Rickenbacker Causeway. City of Miami can be seen in the distance.





the southwest end of Virginia Key where the colored Virginia Beach is located and where plans are being made for a \$2,000,000.00 aquarium and a University of Miami marine laboratory. By bulkheading and straightening the shoreline along this property, an additional 10 acres will be created. The County also owns 906 acres in Crandon Park and this will be increased by about 200 acres when the Bay side of the property is bulkheaded and the shoreline straightened. On Key Biscayne, 1198 acres are privately owned while on Virginia Key, in addition to the County owned property, there is 525 acres owned by the City of Miami. It is logical to assume that since Norris Cut is not a navigable waterway for boats of any size, it is only a matter of time until a bridge will be built to serve Fisher Island containing 208 acres. Adding up these various acreages in the three Islands involved, we have a total of 3217 acres which may be compared with the land area of Miami Beach running from the Government Cut north to the N.E. 79th Street Causeway, which area contains 3142 acres, or slightly less than Key Biscayne, Virginia Key, and Fisher Island. This gives you some idea of the area that will be opened up by the Causeway and what the development of the area, which is bound to follow, will mean to Greater Miami.

To give some idea of the quantities of material used in Rickenbacker Causeway, I am listing below certain figures in that connection:

(1) Number of yards of fill — 3,202,000 cubic yards

(2) Steel work tonnage, both for bridges and reinforcing

Structural—6,974,000 pounds

Reinforcing—4,280,000 pounds

(3) Number of barrels of cement used—48,510 barrels

(4) Total number of man hours for actual construction — 1,074,900 hours

(5) Number of lineal feet of fresh water mains and size of pipe—18,000 lin. feet—12 inch diameter

(6) Quantity of electric light standards and an approximation of amount of wire — 110 standards 150,000 lin. feet of wire.

(7) Square yards of pavement—111,000 square yards.

The original estimated cost of the project was \$4,000,000.00 and bonds

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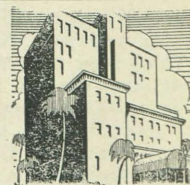
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were sold on a self-liquidating basis for that amount. However, due to increased material and labor costs caused by war conditions, an additional \$2,000,000.00 worth of bonds had to be sold in order to complete the job, making the total cost of the Causeway \$6,000,000.00. The financing of the project is entirely on a self-liquidating basis and the bond purchasers will have to look entirely to revenue to be produced by the Causeway for repayment of funds advanced by them. Taxpayers of Dade County are not responsible in any manner for the repayment of such funds.

The Board of County Commissioners has fixed the round trip toll schedule to be charged on Rickenbacker Causeway. The schedule is as follows:

- (1) Automobiles and taxicabs (Without limit to number of occupants) \$ .50.
- (2) Trucks, up to and including 1½ ton (net load) \$ .75.

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# Florida's Part in the President's Highway Safety Conference Plan

By H. N. KIRKMAN  
Director Department of Public Safety

1. At the meeting of the Advisory Committee of the National Traffic Safety Contest held in Chicago, last October 8th, it was proposed and approved that the reports submitted by states and cities in the National Traffic Safety Contest would be used as a basis for the Annual Progress Report for the President's Highway Safety Conference.

Professor J. L. Lingo, Chairman of the Advisory Committee said: "Today we can say very sincerely that most cities and states are gaining much value from the contest through

- (3) Trucks, over 1½ ton (net load) \$1.00.
- (4) Motorcycles \$ .35.
- (5) Pedestrians, bicycles \$ .25.
- (6) Busses \$1.00.
- (7) Special vehicles — approximately 25c per ton, gross weight.

However, if you expect to use the Causeway frequently, the Board has also authorized the sale of commutation tickets whereby you can purchase a book of 24 tickets for \$6.00, provided you use them up within sixty days. This will reduce the round trip cost to twenty-five cents.

In conclusion, I will say that the Causeway is almost finished and we expect to open it to traffic within the next few days. It is not possible at the present time, though, to set an exact date for the opening.

the analysis program. Now the contest has the opportunity to make another contribution to traffic safety."

The Chairman then introduced Commissioner Thomas H. MacDonald, Chairman of the Contest Committee of Judges for the past thirteen year; Commissioner, Public Road Administration; and, Chairman Coordinating Committee, President's Highway Safety Conference.

Commissioner MacDonald outlined in detail the plan, approved by the Coordinating Committee of the President's Conference, whereby information contained in reports submitted annually by states and cities in the National Traffic Safety Contest becomes the basis for compiling the Annual Progress Report of the President's Highway Safety Conference.

2. The State of Florida has entered and submitted a report in the contest each year since 1941, and will continue to submit an annual report in cooperation with the national program.

However, in order for Florida to cooperate fully in this program and to contribute information which will be of value, it is vitally necessary for all cities and towns in Florida to cooperate with the State Department of Public Safety as outlined below:

(a) All cities and towns in the state should send copies of reports of all accidents which involve death, injury or total property damage of \$50.00 or more to the "Department of Public Safety, Tallahassee".

(b) All cities of 10,000 population and over should enter and submit a report in the National Traffic Safety Contest each year.

The single objective of the National Traffic Safety Contest and the President's Highway Safety Conference is the saving of human lives through a reduction in traffic accidents. It is

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## FLORIDA'S PART

an established fact that before a successful accident prevention program can be planned, all the facts about accidents must be reported, analyzed

and put in summary form for distribution to the agencies of the three "E's" — Enforcement, Engineering, and Education. The first step in good accident prevention can be seen from the phrase above — "all the facts about accidents" — in other words, thorough and accurate accident investigation. This is one of the duties of all traffic law-enforcement departments. Another is to make sure that a copy of the report of every accident mentioned in (a) above is sent to the Department of Public Safety in Tallahassee. The department has trained specialists who analyze and code the accident reports and mechanical tabulation makes possible the sorting and summarizing of thousands of accident cards. With good accident reporting from every available source, a clearer picture of the accident problem in the state as a whole can be obtained.

3. We know that several county and municipal agencies are intelligently attacking their individual local problems. If those same agencies will cooperate in a concerted drive with the state agency, Florida will truly be doing its part in accomplishing the objective of the President's Highway Safety Conference.

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## IT HAPPENED IN FLORIDA

(Continued from Page 47)

morning. He arose at 6:30 and, with 2 dogs, went hunting in his pajamas. When found, he was in dense woods one and a half miles from home sans clothes and was carrying his pajamas in one hand and a toy pistol in the other.

On the desk in the detective bureau at Jacksonville police headquarters sits a miniature barrel about 5 inches high and 3 inches in diameter. It is marked "Cuss Barrel" and any officer uttering profanity is supposed to contribute. Cuss words are labeled by prices, depending upon the voltage of the expression.

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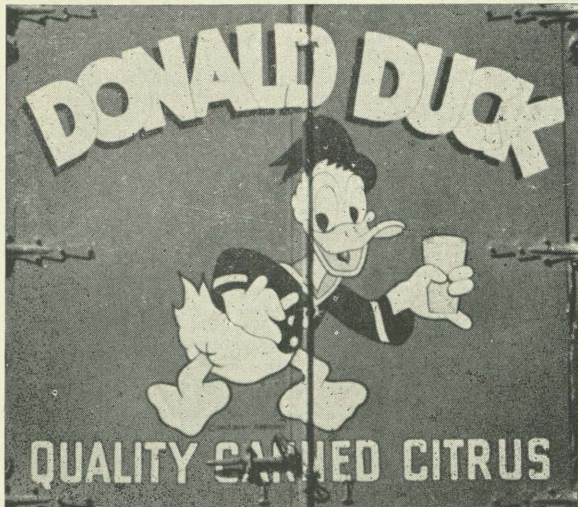
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# Transactions of Meeting of Florida State Road Department

MEETING HELD AT PENSACOLA ON OCTOBER 27, 1947

The Members of the State Road Department of Florida met in Pensacola on the 27th day of October A. D. 1947, pursuant to agreement at the previous meeting, with the following attendance: Messrs. F. Elgin Bayless, Chairman, and Members Courtney Campbell, Herman B. Fultz and Robert T. Carleton. J. Robert McClure, Secretary to the Board, was also present. Member S. Kendrick Guernsey had previously advised the Board that he could not be present, due to his trip to the Orient in connection with his duties as President of Rotary International.

## APPROVAL OF MINUTES OF SEPTEMBER 6 WITH CORRECTION

On motion of Mr. Campbell, seconded by Mr. Fultz, the Minutes of the meeting held at Tallahassee on September 6 were approved, with the following correction:

THAT in the second paragraph under the caption "DE SOTO COUNTY" the wording be changed to read as follows:

"On a motion by Mr. Campbell, seconded by Mr. Guernsey, the Department agreed that if DeSoto County would apply the \$90,000 in its surplus gas tax fund, the Department could use \$75,000 of Federal Aid Secondary funds, and would set up in its 1948 Budget any additional funds needed to construct Road 72 in DeSoto County in 1948."

## APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit: (See list, page 2)

## CONTRACTS AWARDED CONSTRUCTION

### Bids received August 28

Jas. H. Craggs Construction Co., F-016-2(1), 55, Dixie, \$441,058.79.

### Bids received October 9

John C. Dickerson Construction Co., FI-63(5) Pt. 2, 5, Broward, \$587,957.66.

Duval Engineering & Contracting Co., 7216-108, 13, Duval, \$37,375.20.

W. H. Armston Co., Inc., 0800-102, 50, Hernando, \$19,208.00.

Cone Bros. Construction Co., 1002-103, 685, Hillsborough, \$45,466.00.

Cleary Bros. Construction Co., 8602-106, 5, Broward & Palm Beach, \$131,838.00.

W. L. Cobb Construction Co., 5518-109 etc. —, Leon, \$10,514.77.

Coggin & Deermont, 5602-106, 67, Liberty, \$53,299.09.

Doyle Pope, S-134(2), 73, Calhoun, \$127,522.41.  
Duval Engineering & Contracting Co., For-12-A(1), 125, Baker, \$159,923.60.

## EQUIPMENT

September 5, 2, 2-ton Truck—Riverside Chevrolet Co., Jacksonville, \$4,025.78.

September 6, 1, 2-ton Truck—Muldon Motor Co., Pensacola, \$1,682.11.

September 6, 1, 2-ton Truck, Dinkins Motor Co., Macclenny, \$1,816.03.

September 10, 1, 2-ton Truck—McCutcheon Chevrolet Co., St. Petersburg, \$1,940.23.

September 11, 1, ¾-ton Pickup, Allied Chevrolet Co., Titusville, \$1,257.73.

September 11, 2, ¾-ton Pickup, Alford Chevrolet Co., Tallahassee, \$2,595.96.

September 12, 2, ½-ton Pickup, Halifax Motors, Daytona Beach, \$2,285.10.

September 12, 2, ½-ton Pickup, Hough Chevrolet Co., Ft. Myers, \$2,302.80.

September 12, 4, ½-ton Pickup, Ferman Chevrolet Co., Tampa, \$4,848.60.

September 15, 4, ½-ton Pickup, Tallahassee Motors, Tallahassee, \$4,814.60.

September 15, 2, ½-ton Pickup, Muldon Motor Co., Pensacola, \$2,443.10.

September 15, 2, ½-ton Pickup, Acree Motor Co., DeLand, \$2,428.52.

September 15, 2, ½-ton Pickup, Sam Murray, Inc., Miami, \$2,453.80.

September 16, 2, 1½-ton Trucks, Sunrise Motors, Ft. Pierce, \$2,638.46.

September 16, 2, 1½-ton Truck, Powell Motor Co., Ft. Lauderdale, \$3,058.32.

September 17, 2, 1½-ton Truck, Holtsinger Motor Co., Tampa, 3, 040.34.

September 17, 2, 1½-ton Truck, Lee Motors, Ft. Myers, \$2,636.68.

September 17, 2, 1½-ton Truck, Acree Motor Co., DeLand, \$2,952.82.

September 18, 2, 2-ton Truck, Riverside Chevrolet Co., Jacksonville, \$3,825.78.

September 24, 2, 2-ton Truck, Ferman Chevrolet Co., Tampa, \$3,966.77.

September 25, 2, 1½-ton Truck, Holtsinger Motor Co., Tampa, \$3,240.34.

September 25, 1, 2-ton Truck, Holtsinger Motor Co., Tampa, \$1,926.17.

September 25, 1, ½-ton Pickup, Holtsinger Motor Co., Tampa, \$1,182.40.

September 29, 2, 1½-ton Truck, Indian River Chevrolet Co., Cocoa, \$3,266.95.

September 29, 2, 2-ton Truck, Hammond Jones, Inc., Lakeland, \$3,463.00.

September 29, 2, 2-ton Truck, Davock Chevrolet Co., Ft. Lauderdale, \$3,506.50.

September 30, 1, 2-ton Truck, Jefferson Sales Co., Monticello, \$1,942.79.

## APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Carleton, seconded by Mr.

Fultz, the following Supplemental Agreements were approved: (See list at top of page 3)

## SUPPLEMENTAL AGREEMENTS

### INCREASE

James H. Craggs Construction Co., Gilchrist, 47, 3105-102, \$92,700.30.

Marion Contracting Co., Alachua, 200, 2606-107, \$779.20.

Noonan Construction Co., Escambia, 10, F.I. 312(1), \$3,766.94.

Cone Bros. Construction Co., Polk, 540, 1600-105 and 1608-104, \$16,152.26.

L. L. Hall Construction Co., Lafayette, 106 (old) 3305-102, \$93.11.

Duval Engineering & Contracting Co., Flagler, Duval & St. Johns, 4 (old), 7301-102, 7207-108 & 7802-104, \$5,811.10.

### DECREASE

L. L. Hall Construction Co., Taylor, 361, 3805-902 & 3805-103, \$2,311.80.

Coggin and Deermont, Jackson, Streets FIS, 5320-101, \$216.68.

John C. Dickerson Construction Co., Palm Beach, 80 & 15, 9311-113 & 9313-109, \$12,935.50.

## REQUESTS FOR ACQUISITION OF RIGHT OF WAY

Routine requests for the respective counties to acquire needed rights of way for the following projects were adopted:

Hamilton, 135, 3202, NE'ly from White Springs, Carleton, Campbell.

Leon, 363, 5510, From Road 61 to SAL Ry. in Tallahassee, Fultz, Campbell.

Okaloosa, 179, 5711, N and W of Fort Walton, Fultz, Campbell.

Orange, 500, 7502, Orlando to Plymouth, Carleton, Fultz.

Palm Beach, 5, 9301, Fultz, Campbell.

Polk, 25, 1618, Haines City to Lake County line, Campbell, Fultz.

## APPROVAL OF REVISED AND AMENDED MAP OF LOCATION AND SURVEY

Resolutions were adopted approving the revised and amended maps of location and survey for rights of way on the following sections of road:

Dade, A1A, 8706, Formerly Road 140, Fultz, Campbell.

Dixie, 55, 3001, Formerly Road 19, Carleton, Campbell.

Gadsden, 267, 5014, Fultz, Carleton.

Highlands, 66, 0911, Formerly Roads 5 SE, 59, 162-A and 527, Campbell, Fultz.

## CANCELLATION OF RIGHT OF WAY CONTRACT BOND

Resolutions authorizing the cancellation of right of way contract bonds were adopted as follows: Pasco, 23, 946, (Old numbers), Fid. & Cas. Co. NY \$25,000, Campbell Fultz.

Volusia, 21, 5055, Md. Cas. Co. Baltimore, \$5,000, Carleton, Fultz.

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**APPROVAL OF POLICY OF STATE BOARD  
OF ADMINISTRATION CONCERNING  
FUTURE ISSUES OF FLORIDA STATE  
IMPROVEMENT COMMISSION TO BE  
SERVICED SOLELY FROM SURPLUS GAS  
TAX REVENUE**

On motion of Mr. Carleton, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, upon request of the State Board of Administration of Florida, this Department has reviewed the policy adopted by the said Board with respect to future issues of Florida State Improvement Commission which are to be serviced solely from surplus gasoline taxes, as set out in letter dated October 14 addressed to Chairman Bayless by Ralph A. Potts, Executive Director of the State Board of Administration,

BE IT RESOLVED that this Department finds the policy acceptable and hereby gives its official endorsement to the established policy, set out in full in this resolution, to wit:

- "1. That estimated future receipts be based upon the latest State Road Department estimate of anticipated gas tax revenue.
2. That all such issues be required to have a minimum debt service coverage of approximately one and one-half times; that is to say, the estimated annual revenue for any particular year or years shall be at least one and one-half times the amount required during that year or years for principal, interest and/or sinking funds.
3. That all such issues be made to mature as early as the estimated minimum debt service coverage of one and one-half times will permit, but in no event later than fifteen years from date of issue, unless a specific exception is made by this Board.
4. That, at the discretion of this Board, all principal of such issues which, due to the required coverage of one and one-half times, extends beyond ten years from date of issue, be made optional in the year or years in which it is estimated that sufficient funds would, under ordinary circumstances, accumulate to retire the issue in full."

**AGREEMENT TO LEASE AND PURCHASE  
ANDREWS AVENUE BRIDGE, STATE  
ROAD 176 IN FT. LAUDERDALE**

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the bridge to be constructed by the Florida State Improvement Commission at Fort Lauderdale, Florida, over New River on Andrews Avenue, the said bridge to serve as an essential connecting link for State Road 176; and

WHEREAS, this bridge when constructed will replace the existing bridge which is inadequate and hazardous and in an unsafe condition,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

(1)

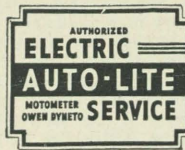
It hereby approves the location and the proposed construction of said bridge by the Florida State Improvement Commission as shown on preliminary surveys, plans and maps prepared by the State Road Department.

(2)

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said bridge in the words and figures as follows:

THIS AGREEMENT, Made and executed in duplicate this ..... day of ....., A. D. 1947, by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department".

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct a bridge in Broward County known as a bridge across New River in Fort Lauderdale, Broward County, on State Road No. 176, and the Department has agreed to construct the same for and on behalf of the Lessor, and



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WHEREAS, Said bridge will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said bridge, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said bridge as herein provided is highly advisable and for the best interest of the State of Florida and the County of Broward;

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

That certain bridge in Broward County known as a bridge across New River in Fort Lauderdale, Broward County, on State Road No. 176, all to be constructed by or under the direction of the Department, said lease to take effect from the date of the completion of the construction of said bridge and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$250,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 2 BROWARD COUNTY BRIDGE REVENUE BONDS, and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of said bridge in Fort Lauderdale, Broward County as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said bridge.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said bridge together with necessary approaches, in accordance with its standard specifications, and guarantees to complete said bridge as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Broward County Bridge Revenue Bonds shall become due and payable prior to the completion of said bridge, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Broward County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which such principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the bridge have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$250,000 is sufficient to cover the estimated cost of the construction of said bridge. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the bridge will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

(1)

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Broward County Bridge Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay

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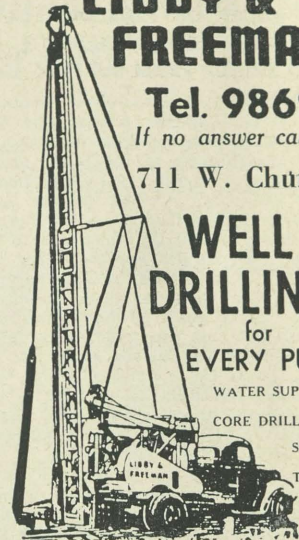
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the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Broward County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said bridge, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Broward County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Broward County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Broward County Bridge Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

(2)

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said bridge.

(3)

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said bridge in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

(4)

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided for, for the full term of the lease, and all the indebtedness, including interest, represented by said \$250,000 Florida State Improvement Commission Broward County Bridge Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and

attested by its Secretary, all as of the day and year first above written.

Attest:

STATE ROAD DEPARTMENT  
OF THE STATE OF FLORIDA  
By: .....  
Chairman

Secretary

Attest:

FLORIDA STATE  
IMPROVEMENT COMMISSION  
By: .....  
Chairman

Secretary

BE IT FURTHER RESOLVED, that this resolution and the said lease-purchase agreement hereinabove set forth supersede that certain resolution and proposed lease-agreement as contained in Minutes of this Department of September 16, 1946.

### GULF COUNTY STATE - DESIGNATED ROADS TO BE FINANCED THROUGH THE FLORIDA STATE IMPROVEMENT COMMISSION

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that after examination and due consideration this Board does accept and approve the proposal set out in the resolution of the Board of County Commissioners of Gulf County, adopted by the said Board on October 14, 1947, setting out the roads desired to be constructed in said County, suggesting the financing of such construction through certificates or the Florida State Improvement Commission, and pledging Gulf County's surplus gas tax funds for the retirement of such certificates.

BE IT FURTHER RESOLVED, that the Department hereby approves the location and construction of such roads requested as are a part of the designated system of State roads, and authorizes the Chairman of the Department to arrange all necessary details with the Florida State Improvement Commission for the financing and constructing of same.

BE IT FURTHER RESOLVED, that certified copies of this resolution be forwarded to the Florida State Improvement Commission, the State Board of Administration, and the Board of Commissioners of Gulf County.

### AGREEMENT TO LEASE AND PURCHASE STATE ROAD 59 IN HIGHLANDS COUNTY (New Road 66)

On motion of Mr. Campbell, seconded by Mr.



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Fultz, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the road to be constructed by the Florida State Improvement Commission in Highlands County, the same being that known and designated as State Road 59 (New Road No. 66) in so far as it extends in said County; and

WHEREAS, this road when constructed will serve important farm-to-market needs of said County and will also serve as an important connection in the State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

(1)

It hereby approves the location and the proposed construction of said road by the Florida State Improvement Commission as shown on preliminary surveys, plans and maps prepared by the State Road Department.

(2)

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said road in the words and figures as follows:

THIS AGREEMENT, Made and executed in duplicate this.....day of....., A. D. 1947, by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department".

WHEREAS, Pursuant to the authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct a road in Highlands County known as State Road No. 59 from State Road No. 8 in DeSoto City to a point at or near Sunnyland School, a distance of approximately twelve (12) miles, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, said road will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said road, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said road as herein provided is highly advisable and for the best interest of the State of Florida and the County of Highlands;

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

That certain road in Highlands County known as State Road No. 59 from State Road No. 8 in DeSoto City to a point at or near Sunnyland School, a distance of approxi-

mately twelve (12) miles, all to be constructed by or under the direction of the Department,

said lease to take effect from the date of the completion of the construction of said road and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$525,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 3 HIGHLANDS COUNTY ROAD REVENUE BONDS, and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of said State Road No. 59 as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said road.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road No. 59 together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said road as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Highlands County Road Revenue Bonds shall become due and payable prior to the completion of said road, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Highlands County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which such principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the road has been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$525,000 is sufficient to cover the estimated cost of the construction of said road. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the road will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

(1)

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Highlands County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay

the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Highlands County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said road, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Highlands County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Highlands County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Highlands County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

(2)

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said road.

(3)

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said road in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

(4)

When the Department shall have performed

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all the covenants hereunder and shall have paid the rental herein provided for, for the full term of the lease, and all the indebtedness, including interest, represented by said \$525,000 Florida State Improvement Commission Highlands County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

Attest:  
STATE ROAD DEPARTMENT  
OF THE STATE OF FLORIDA  
By: .....  
Chairman

Secretary  
Attest:  
FLORIDA STATE  
IMPROVEMENT COMMISSION  
By: .....  
Chairman

Secretary  
BE IT FURTHER RESOLVED, that this resolution and the said lease purchase agreement hereinabove set forth supersede that certain resolution and proposed lease-agreement as contained in Minutes of this Department of March 1, 1947.

### CONSTRUCTION OF ROAD 82 IN LEE COUNTY TO BE FINANCED THROUGH THE FLORIDA STATE IMPROVEMENT COMMISSION

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that this Department does approve the plan proposed by Lee County for financing the construction of that section of Road 82 which lies in said County, through certificates of the Florida State Improvement Commission, as suggested in the resolution of the Board of County Commissioners of Lee County adopted on September 30, 1947, which resolution pledges Lee County's surplus gas tax funds for the retirement of such certificates.

BE IT FURTHER RESOLVED, that the Department hereby approves the location and construction of said road project and authorizes the Chairman of the Department to arrange all necessary details with the Florida State Improvement Commission for financing and constructing Road 82 in Lee County.

BE IT FURTHER RESOLVED that certified copies of this resolution be furnished the Florida State Improvement Commission, the State Board of Administration, and the Board of Commissioners of Lee County.

### AGREEMENT TO LEASE-PURCHASE STATE ROADS 92 AND 122 IN SUWANNEE COUNTY (New Roads 250 and 136)

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the roads to be constructed by the Florida State Improvement Commission in Suwannee County, the same being those known and designated as State Roads 92 and 122 (New Nos. 250 and 136) in so far as they extend in said County; and

WHEREAS, these roads when constructed will serve important farm-to-market needs of said County and will also serve as important connections in the State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

(1)  
It hereby approves the location and the proposed construction of said roads by the Florida State Improvement Commission as shown on preliminary surveys, plans and maps prepared by the State Road Department.

(2)  
It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said roads in the words and figures as follows:

THIS AGREEMENT, Made and executed in duplicate this.....day of..... A. D. 1947, by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department".

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Suwannee County known as State Road No. 122 from Live Oak to White Springs and State Road No. 92 from Day through Dowling Park to its intersection with State Highway No. 69, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Suwannee;

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

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That certain road in Suwannee County known as State Road No. 122 from Live Oak to White Springs and State Road No. 92 from Day through Dowling Park to its intersection with State Highway No. 69, all to be constructed by or under the direction of the Department,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$450,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 1 SUWANNEE COUNTY ROAD REVENUE BONDS, and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of said State Road No. 122 and said State Road No. 92 as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road No. 122 and said State Road No. 92, together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Suwannee County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Suwannee County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which such principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$450,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance

with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

(1)

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Suwannee County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Suwannee County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Suwannee County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Suwannee County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Suwannee County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will, at the same time these payments are made pay any additional amount which may be necessary,

so that there will be at all times, in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

(2)

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

(3)

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

(4)

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided for, for the full term of the lease, and all the indebtedness, including interest, represented by said \$450,000 Florida State Improvement Commission Suwannee County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

Attest:

STATE ROAD DEPARTMENT  
OF THE STATE OF FLORIDA  
By: .....  
Chairman

Secretary

Attest:

FLORIDA STATE  
IMPROVEMENT COMMISSION  
By: .....  
Chairman

Secretary

BE IT FURTHER RESOLVED, that this resolution and the said lease-purchase agreement hereinabove set forth supersede that certain resolution and proposed lease-agreement as contained in Minutes of this Department of March 1, 1947.

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## ADVANCE OF \$300,000 TO DADE COUNTY FOR REPAIR OF FLOOD-DAMAGED STATE-DESIGNATED ROADS IN COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the Board of County Commissioners of Dade County have by resolution adopted October 21 made request of this Department for an advance of the sum of \$300,000 for emergency road repair work on State-designated roads within said County and pledged the County's now unobligated 80% surplus gasoline tax revenue for the repayment of such advance,

NOW, THEREFORE, BE IT RESOLVED that the State Road Department hereby agrees to such requests of the Board of County Commissioners of Dade County, and directs the Chairman of this Department to do or cause to be done, under applicable provisions of law, all things necessary to make available a sum not to exceed \$300,000.00, for payment on vouchers approved and submitted by the Division Engineer, for the rehabilitation of State-designated roads in Dade County which were damaged by recent flood waters, all of said work to be done under the supervision of the Road Department's engineers.

## BROWARD COUNTY'S REQUEST FOR ADVANCE OF FUNDS FOR STORM REPAIR OF STATE-DESIGNATED ROADS

Messrs. L. S. Remsberg, Chairman, and C. B. Smith, Member of the Board of County Commissioners of Broward County, appeared before the Road Board to make request for assistance in financing the repair of roads damaged by recent flood in their county. Mr. Remsberg presented pictures showing some of the flooded conditions and told the Board that almost all of Broward County was under water. He said that the County had \$143,000 in its maintenance fund that could be used for this work, against the engineer's estimate that about \$544,000 would be needed to recondition the roads.

### Board Grants Request

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, Broward County has made informal request to this Department for an advance of State funds to supplement County funds in paying the costs of reconditioning the flood-damaged roads in said County; and

WHEREAS, this Department is willing to advance funds for such emergency work on State-

designated roads, such advanced funds to be charged against any 80% Surplus gas tax revenues to be credited to the account of Broward County,

NOW, THEREFORE, BE IT RESOLVED, that upon receipt of a resolution from the Board of County Commissioners of Broward County making request for such advance and pledging the County's surplus gas tax funds as long as may be necessary to repay the Department, the Chairman of this Department be and he is authorized and directed to make the sum of \$200,000 available for payment on vouchers approved and submitted by the Department's Division Engineer, for the rehabilitation of State-designated roads in Broward County which were damaged by recent flood waters, all of said work to be done under the supervision of the Road Department's engineers, and all things done or caused to be done by the Chairman acting under applicable provisions of law.

## ADVANCE OF FUNDS TO PALM BEACH COUNTY FOR R/W STATE ROAD 9, SECTION 9322

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that because of the financial inability of Palm Beach County to provide the necessary funds to acquire the right of way for Section 9322, State Road No. 9, it is deemed to be in the best interest of the state to advance state road funds for such purpose, as follows: In such amounts as may be necessary and as may be from time to time approved by the Chairman of the said Department.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department execute on behalf of the Department an agreement with the County carrying into effect the provisions of this resolution for the advance of said funds to the County.

## REQUEST OF ST. PETERSBURG PORT AUTHORITY STATE MAINTENANCE OF PROPOSED TAMPA BAY BRIDGE

Messrs. Leon D. Lewis, John P. Welch, Freeman H. Horton, and Allen C. Grazier, respectively Chairman and Secretary of Engineer and Attorney for, St. Petersburg Port Authority, appeared before the State Road Department and presented formal written request of the Authority that the Department assume all maintenance, after construction is completed, of the highway approaches, causeways and roadways portions

(bridge maintenance specifically excepted) of the proposed Tampa Bay Bridge and Causeway of St. Petersburg Port Authority from Pinellas Point in Pinellas County to and over Snead Island in Manatee County and to the mainland and connecting with State Highway in said County of Manatee.

In support of the written maintenance application of the Authority it was submitted that the State Road Department was fully familiar with the entire bridge and causeway project, having previously given its informal approval to the plans thereof, and the Department having cooperated wherever possible with St. Petersburg Port Authority in furtherance of the project.

It was further submitted that the bridge and causeway was being built by St. Petersburg Port Authority under legislative authority contained in Chapter 22464, Laws of Florida, 1943, Special Acts, as amended by Senate Bill 782, Laws of Florida, 1947, Special Acts; that the same was the Tampa Bay crossing link in the Gulf Coast Highway where this highway would otherwise dead-end at St. Petersburg; that the said enabling statute provided that when the bridge and causeway became free it automatically passed in title to the State Road Department in perpetuity.

The attention of the Department was called to the facts that all state agencies having any jurisdiction in any phase of the bridge and causeway project had cooperated with St. Petersburg Port Authority in the program—the Trustees of the Internal Improvement Fund, for example, having granted, cost free, some six thousand acres submerged lands right of way, and the Railroad and Public Utilities Commission having granted franchise.

It was shown that the generally accepted necessity, feasibility and economic soundness of the bridge project had additionally been judicially established in Circuit Court decree validating the bonds involved in the financing.

The maintenance request of the St. Petersburg Port Authority was based upon the prohibitive annual cost of the extent of use and occupancy and hazard insurance that would be required by bond bidders in the absence of State Road Department maintenance undertaking and the prospective higher financing cost in bond discount and interest rate in the absence of such agreement by the Road Department, either or both of which might prejudice realization of the project.

The Port Authority, in requesting the maintenance by the Road Department, offered and agreed in writing to carry, for the benefit of the

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Road Department, the bondholders and the Authority, hazard insurance upon causeways and roadways to the amount of 80% of full cost value, with 15% deductible clause, this being approximately \$1,500,000.00 total coverage with approximately \$225,000.00 deductible and use and occupancy insurance in an adequate amount with 60 days deductible.

#### MAINTENANCE

Upon motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida, in official session at Pensacola, on the 27th day of October, that said Department agree and it does hereby agree with St. Petersburg Port Authority and its successors and obligors to assume, and the State Road Department does hereby assume, subject to the conditions hereinafter set forth in this resolution, all maintenance, after construction thereof is completed by St. Petersburg Port Authority, of approaches to, and causeways and roadways of, the Tampa Bay Bridge and Causeway to be constructed by the Authority across Tampa Bay between Pinellas Point in Pinellas County and over Snead Island to the mainland in Manatee County, there being specifically excepted from this maintenance agreement any bridge structures which are a part of said project.

BE IT FURTHER RESOLVED, that this maintenance agreement shall be effective only if and when St. Petersburg Port Authority shall have established with the State Road Department that

the Authority has acquired rights of way or a width of no less than 200 feet for the entire distance of said project and facility, and the final revised project causeway and roadway plans and specifications have been approved by the State Highway Engineer of the State Road Department.

#### AGREEMENT WITH F. E. C. RAILWAY— CROSSING PERMIT FOR DETOUR FOR SAN SEBASTIAN RIVER BRIDGE, ST. AUGUSTINE

Upon motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, in the opinion of the State Road Department of Florida it is deemed advisable and necessary for the State of Florida, acting by and through the State Road Department to obtain from Scott M. Loftin and John W. Martin, as Trustees of the property of Florida East Coast Railway Company, and not individually, the right and privilege to use as a crossing for temporary detour purposes only that part of the property of said Railway in St. Johns County, Florida, and riparian rights pertaining thereto as follows:

A parcel of land and the riparian rights appertaining thereto in the San Sebastian River, on the Florida East Coast Railway Company's property on the northerly side of King Street in St. Augustine, Florida, said parcel of land and riparian rights being more particularly described as follows:

Beginning at a point in the southerly limit

of said property of the Railway, which is also the northerly line of King Street, said point being located 60 feet more or less easterly as measured along said southerly property limit from its intersection with the center line of the Railway's spur track numbered 37, which is the more westerly of the two tracks crossing King Street at this location, and extending thence westerly, on said southerly property limit and northerly line of King Street, for 230 feet more or less to the southwest corner of said property of the Railway, being a point in the center line of the channel of the San Sebastian River, thence northerly, on the westerly limit of said property of the Railway and said center line of channel, for 35 feet more or less, thence easterly, parallel with and 35 feet more or less distant northerly from said southerly limit of the Railway's property and northerly line of King Street, for 135 feet more or less, thence southeasterly, at an angle to the right, for 102 feet more or less to the point of beginning.

according to the further terms and conditions as set forth by and described in copy of proposed agreement now on file in the office of the Secretary of the State Road Department of Florida;

AND WHEREAS, said Trustees of the Florida East Coast Railway have submitted form of contract between said Trustees and the State Road Department of Florida for the granting of area for road detour purposes, and WHEREAS, said contract has been approved by the attorney at law of this Department, CALVIN JOHNSON

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida as follows:

1. That the State Road Department of Florida, a body corporate of the State of Florida, does hereby agree to and enters into an agreement with SCOTT M. LOFTIN and JOHN W. MARTIN, as Trustees of the property of Florida East Coast Railway Company, and not individually, wherein and whereby the State Road Department of Florida is given the right and privilege to use said area of land for road detour purposes, upon the conditions and terms, all as set forth and contained in copy of proposed agreement attached hereto and made a part hereof.

2. That F. E. BAYLESS, as Chairman of the State Road Department of Florida, with the attestation of J. ROBERT MCCLURE, as Secretary of said Department, be and they hereby are each authorized and directed to execute said agreement for and on behalf of said Department, and to submit the same for execution by the Trustees of Florida East Coast Railway Company.

3. That this resolution shall take effect immediately upon its passage.

#### ACQUISITION OF R/W SECTION 9322, ROAD 9, PROPERTY OF RICHARD WITT ET UX IN PALM BEACH COUNTY

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that it hereby agrees to and approves the resolution of the Board of County Commissioners of Palm Beach County, adopted October 6, 1947, relating to the acquisition of right of way for Section 9322, State Road 9, Palm Beach County, from the property of Richard Witt and Lucille J. Witt, husband and wife in all respects, subject to the condition that all proceeds derived from the sale of salvaged materials be paid to this Department to be credited to the 80% surplus gas tax fund of Palm Beach County.

BE IT FURTHER RESOLVED that the Chairman be and he is hereby authorized to make all necessary disbursements to carry out this resolution and otherwise handle all details incident to its fulfillment.

BE IT FURTHER RESOLVED that the Chairman is further authorized to approve similar acquisitions on request of the Board of County Commissioners of Palm Beach County if he deems them satisfactory, and provide for the handling of all details necessary to their disposition.

#### RECONVEYANCE OF OLD FERRY SLIP ON GRASSY KEY, MONROE COUNTY

The Board gave consideration to the request of Margarita Lacedonia of North Beach Inn, Key West, Florida, that the Department formally disclaim all right, title and interest in and to the old, unused ferry slip approach right of way extending at right angles of State Road 5, U. S.

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Highway No. 1, on Grassy Key, Monroe County, stating that she owns all adjoining property.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board authorized the Chairman and Secretary on behalf of the Department to execute quitclaim deed to said property to Monroe County, with recommendation that if the County has no use for the property it be reconveyed to the adjoining land owner.

#### LEASE OF BEACH PROPERTY TO MARATHON CHAMBER OF COMMERCE

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that in compliance with the request of the Marathon Chamber of Commerce, as approved by the Overseas Road and Toll Bridge District, the Department is agreeable to entering into a long-term lease covering tract of District property located at Marathon, Florida, adjoining the present Naval Pumping Station on the West and extending from State Road 5 to the North shore line in a width of 300 feet, at a nominal annual rental of \$1.00, such lease or any renewal thereof to be cancellable in whole or in part on ninety (90) days notice should the same ever be required for public road purposes, but with right reserved in the Chamber of Commerce to remove all buildings and other property within a stipulated time; and subject to the further condition that the lease shall be non-assignable and shall stand automatically cancelled upon any of the leased premises ever being used for commercial or business purposes.

BE IT RESOLVED that copy of this resolution be furnished the Overseas Road and Toll Bridge District, the State Board of Administration, and the Marathon Chamber of Commerce, and if acceptable to them appropriate lease as hereinbefore outlined be prepared by the Department and executed by the Chairman and Secretary on behalf of the Department.

#### EXCHANGE OF OLD ROAD (4-A) RIGHT OF WAY FOR NEW RIGHT OF WAY FOR STATE ROAD 5 ON SUMMERLAND KEY, MONROE COUNTY, WITH HENRY C. HUDGINS OF BOGOTA, COLOMBIA, S. A.

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that a portion of the old unused right of way of Road 4-A on Summerland Key be exchanged for an additional strip of 66 foot right of way contiguous to State Road 5 with Henry C. Hudgins of Bogota, Colombia, S. A., with the Department reserving a right of way of 30 feet from the old right of way across the Hudgins' property for access to borrow area, be and the same is hereby approved as recommended by Division Engineer J. M. Watson, and the Chairman and Secretary of the Department are authorized to execute appropriate deed for the Department to effect the exchange, subject to the joinder of the Board of County Commissioners on Monroe County therein.

#### DESIGNATION OF ROUTE OF ORANGE BLOSSOM TRAIL

The Board gave consideration to the request previously presented by Mr. A. C. Slaughter, Executive Secretary of the Greater Orlando Chamber of Commerce, that the route entering Florida north of Jennings, via Lake City, Gainesville, Ocala, Leesburg, Orlando, Haines City, Sebring, Clewiston and on to Fort Lauderdale and Miami, be given the name of the Orange Blossom Trail, and that the association sponsoring same be given permission to erect appropriate route markers along the right of way of the roads making up this route.

On motion of Mr. Carleton, seconded by Mr. Campbell, the Association was given permission to give to the designation "Orange Blossom Trail" and to erect signs at intervals of 50 miles along said route, the design and location of each sign to be approved by the Department's engineer and to be supplied and erected at no cost to the Department, and not a part of or in anyway attached to the road signs of the Road Department.

#### APPROVAL OF INCREASE IN REVOLVING FUND OF OVERSEAS ROAD AND TOLL BRIDGE DISTRICT

The Board gave consideration to a resolution

of the Board of Commissioners of the Overseas Road and Toll Bridge District, asking approval of the Road Department of an increase of \$5,000 in the Revolving Fund, on the ground that the present amount has been found to be inadequate for the purpose intended, to meet monthly operating expenses.

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that the State Road Department give its approval to increasing the amount set up for cash on hand, known as the Revolving Fund of the Overseas Road and Toll Bridge District, by \$5,000, as requested in resolution of the Board of Commissioners of the said District dated October 21, 1947.

#### WIDTH OF RIGHT OF WAY ON ROAD 500 (U. S. NO. 441) PLYMOUTH TO ORLANDO IN ORANGE COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the Board agreed that the width of the right of way requested for Road 500 (U.S. No. 441) between Plymouth and Orlando, in Orange County, be 150 feet.

#### EMERGENCY FLOOD DAMAGE REPAIR

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that in order to facilitate the emergency repair work necessary to recondition the roads on the state maintained system which suffered such extensive and widespread damage in the recent floods, authority be and it is hereby given for negotiation for this work on a unit basis, with agreements covering same to be approved by the Chairman upon the recommendation of the State Highway Engineer.

#### ESCAMBIA COUNTY DELEGATIONS

Mr. W. A. Leonard, Jr., representing the Pensacola Junior Chamber of Commerce, requested the Department to establish a wayside park at the intersection of 17th Avenue and the east end of Gregory Street on a tract owned by the City and already designated for use as a park. Chairman Bayless advised Mr. Leonard that to construct a park inside a city is contrary to the policy of the Department, and he suggested that a location across the bridge in Santa Rosa County or one west of Pensacola on the Mobile Highway might be used. Mr. Leonard agreed for the Chamber to make an effort to find a suitable location and to advise the Department.

Mr. Clint Reilly, County Commissioner, advised the Board that the County's money has been depleted and requested the Department to build approaches to the Canal Bridge on the Gulf Beach Highway in order that it may be used by traffic, and stated that the County Commissioners would prefer the Department to leave off a section of the Barrineau Park road if necessary in order to get the Canal Bridge back into use. He gave an estimate of \$12,000 for the cost of reconditioning the bridge.

Mr. Reilly also requested that the widening of Barrancus Avenue by two feet on each side and its resurfacing from Bayou Chico Bridge to Admiral Murray Boulevard be set up in the Department's 1948 Budget.

#### SANTA ROSA COUNTY

Mr. E. M. Fowler, County Commissioner of Santa Rosa County, reported to the Board that they had not secured all the right of way on Road 265 from Chumuckla to Jay, and inquired as to the width of the right of way required. Chairman Bayless advised that the width required was 100 feet. Mr. Fowler spoke of a drainage problem at Jay which appeared to require a ditch, and promised to obtain the necessary right of way for this ditch. The Chairman requested Division Engineer Dickenson to make an investigation and report on this situation.

#### SRD TO MAKE CHECK ON LOCATION AND TITLE TO R/W ACCEPTED

On motion of Mr. Campbell, seconded by Mr. Carleton, the Board resolved that henceforth no right of way or real property will be accepted by the State Road Department until location of and title to same has been checked by its engineers and approved by its attorney.

#### PINELLAS COUNTY REQUESTS

The Board received the following resolutions from the Board of County Commissioners of Pinellas County but took no action on them at this time:

(1) That the Road Department widen and re-

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surface State Road 689 from Pinellas Park to 9th Street North in St. Petersburg.

- (2) That the Department beautify and make available for picnic grounds on the west approach to Gandy Bridge, similar to the improvements on Davis Causeway. Extending thanks to the Road Department for the splendid improvement made to Davis Causeway.
- (3) A request for certain maintenance in Pinellas County. (Held for consideration at a later meeting.)

#### INVITATION TO MEET AT OCALA

The Board considered the invitation from the Board of County Commissioners of Marion County to hold an early meeting at Ocala and agreed that although they appreciated it they were not now in position to set any date for its acceptance.

#### ADJOURNMENT

With agreement to hold the Fourth Quarterly meeting at Tallahassee on the 17th day of November, the meeting adjourned.

Florida has one mile of paved road for each 94 persons population against the U. S. Average of one per 183. On the basis of area, Florida has one mile for each 2.7 square miles, against the U. S. average of 4.1.

The 1946 State Road Department budget includes 40 miles of four lane divided highway.

#### CHAS. P. UPHAM

(Continued from Page 17)

achievements was the successful execution program in North Carolina. He resigned from the North Carolina Highway Commission in 1926 to carry out consulting work in Mexico and Cuba, and to take over his present post of Engineer-Director to the American Road Builders Association. In his latest connection, Mr. Upham has become one of the nation's foremost authorities in highway economics, planning and legislation. He has served as consultant to foreign governments and state agencies in the United States.

Under Mr. Upham's guidance, arrangements are being planned for the first International Postwar Road Show, to be held in Chicago in July, 1948, to which an attendance of 70,000 is being predicted.

Mr. Upham received his B. S. and M. S. degrees in Civil Engineering from Tufts College and degree of C. F. from the University of North Carolina.

#### LITTLE USE OF DIESEL FUEL IN MOTOR VEHICLES

The use of diesel fuel as power for motor vehicles in Florida is negligible, even though the percentage increase since the war has been rapid.

According to figures obtained from the Gasoline Tax Division of State Comptroller Gay's office, 118,755 gallons of this fuel was used in 1946, as compared with 79,124 gallons in 1945. This represents a gain of 50%. Increase for the first 6 months in 1947 over the same period in 1946 was even greater, being 97,905 gallons to 51,713 or an 89% gain.

Though the percentage increase is rapid the actual volume of diesel fuel used hardly makes it a competitor of gasoline in furnishing power for motor vehicles. The 118,755 gallons used in 1946 represents only two-tenths of one percent of the 522,400,000 gallons of gasoline used that year. In California where the use of behemoth diesel-powered trucks for long distance freight transportation is common, diesel fuel consumption is 3% of that for gasoline.

State law requires that the users of diesel oil or any motor fuel other than gasoline pay to the Comptroller, in addition to the gallonage tax of 7c, a license fee of \$5.00 plus \$1.00 for each vehicle using such fuel.

The Comptroller's records reveal that as of December 31, 1946, only 140 vehicles had been licensed to use diesel or other motor fuel besides gasoline in Florida.

The Overseas Road to Key West is the only toll bridge in the State Maintained System and under the present schedule that will become free in 1958.

The surface width of 60% of the State Maintained System is inadequate. Most of the widening should be on the roads of less than 20 feet width of which there are 2,700 miles.

The economic life of approximately 3,600 miles of road surfaces has been expended. Reconstruction to the original type will suffice for 2,100 miles, but approximately 1,500 miles should be of a higher type.

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## Report of Motor Vehicle Traffic Deaths

	1947		1946	
	Urban	Rural	Total	Total
January .....	18	42	60	85
February .....	22	47	69	66
March .....	22	52	74	81
April .....	18	46	64	42
May .....	13	55	68	62
June .....	15	38	53	35
July .....	15	47	62	63
August .....	27	33	60	43
September .....	15	41	56	36

Totals .....165 401 566 513

Death Rate (Per 100 Million

Vehicle Miles) ..... 9.5 11.8

Note: Figures for the last six months are provisional pending report on delayed fatalities.

### FLORIDA HIGHWAY PATROL

H. N. Kirkman, Director

### Patrolmen and Examiners' Activities—Statewide, September, 1947

#### PATROLMEN

##### Time Record

Patrol Hours .....	38,441
Station Hours .....	10,245
Days Absent, Sick Leave .....	27
Days Off Duty .....	552

##### Patrols

Regular Patrols .....	3,383
Special Patrols .....	439
Special Details .....	460

##### Mileage Record

Miles Patrolled .....	449,097
-----------------------	---------

##### Accident Investigations

Number Accidents .....	473
Number Killed .....	34
Number Injured .....	323
First Aid Rendered .....	100

##### Other Duties

Misc. Ass't. Rendered .....	2,958
Number Safety Talks .....	22
Number Minutes .....	598
Number Attendance .....	4,047
Number Movies Shown .....	1

#### VIOLATIONS

No. Written  
Arrests Warnings

Driving While Intoxicated .....	156
Hit and Run .....	3
Leaving Scene of Accident .....	4
Manslaughter .....	3
Driving While License is Revoked .....	21

#### Reckless Driving By:

Speeding .....	281	274	Way .....	14	21
Wrong Side of Road .....			Improper Passing (Hill, Curve, Etc.) .....	30	91
Not in Passing .....	35	44	Improper Turning .....	9	12
Violation of Right of Way .....			Following too Closely....	2	12

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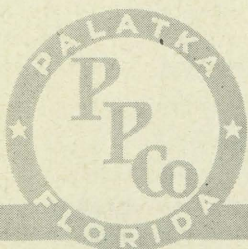
### M. O. HUCK & COMPANY, INC.

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PALATKA, FLORIDA

TELEPHONES: 1081, 1082.

NOVEMBER, 1947

Page 65



Ran Stop Sign or Signal	12	83
Passed Stopped School Bus	27	1
Other Driving Violations	34	315
Failed to Signal or Improper Signal	0	2
Parking on Highway	19	80
Improper Lights or No		

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Sullivan Air Compressors and Tools  
Marlow Pumps—Hendrix Buckets  
Wheeler Tandem Rollers

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Palatka, Florida



TYPICAL of the charter fishing boats in Miami is this diesel-powered cruiser. Residents from wintry climes find a peace-time diversion in casting a line in the blue depths of the sea while cruising off the shores of Miami.—Miami News Bureau Photo. .

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Lights	40	3,475
Other Defective Equipment	11	748
Over Weight Trucks	30	0
No Driver's License	210	14
Improper Driver's License	4	14
Improper or No Auto Tag	5	88
Improper Pedestrian Action	7	2
Miscellaneous Arrests	114	

Totals 1,071 5,276

Number Convicted This Month 966

Number Discharged 75

### DRIVER'S LICENSE EXAMINERS

Duty Hours	3,960
Number Passed Without Restrictions	8,373
Restrictions:	
Glasses	897
Artificial Limbs, Etc.	0
Special Car Equipment	11
Daylight Hours	98
Place	3
Type Vehicle	83
Learner	905
Total Number Restricted	1,997

### Failed:

Physical	15
Mental	6
Sight	378
Signs	798
Road Rules	3,539
Driving	525
Total Number Failed	5,261

FLORIDA HIGHWAYS

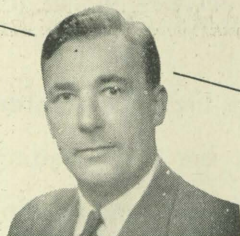


# FLORIDA gets a

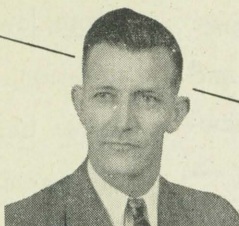
# Square "Deal"



**T. M. DEAL**  
President

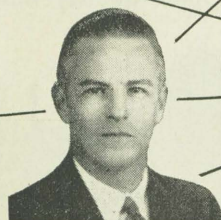


**HENRY S. DUTTWEILER**  
Vice Pres. & Gen. Mgr.



**JOE SKELTON**  
Shop Service Supt.

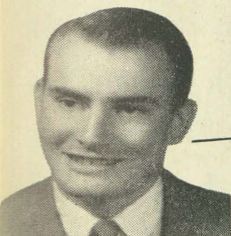
**ARTHUR F. SWAIN**  
711 Railroad Ave.  
Tallahassee



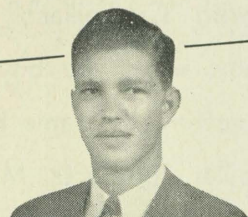
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Sec'y-Treas. & Sales Mgr.



**EMMETT JONES**  
Field Service Supt.



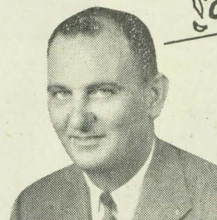
**REX DAY**  
Service



**JIM KINSEL**  
Parts Manager



**EVELYN GUNN**  
Office Manager

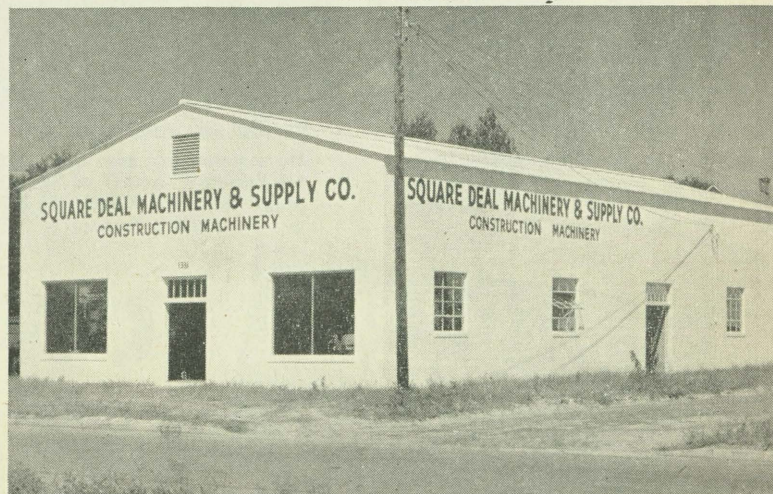


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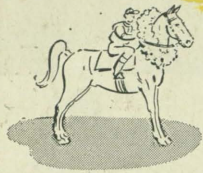
# SQUARE DEAL MACHINERY & SUPPLY CO.

CONSTRUCTION MACHINERY

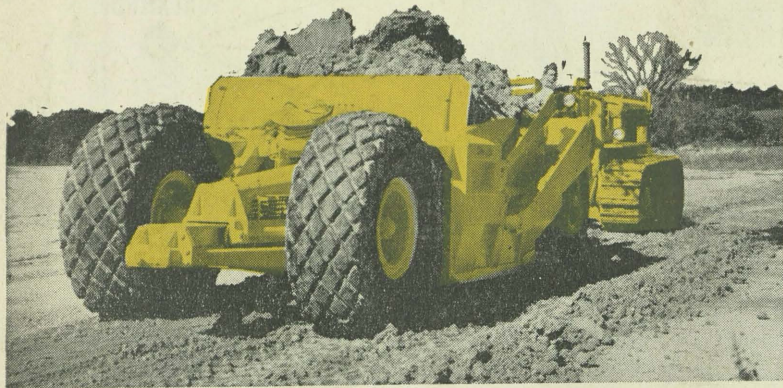


# Thoroughbred Scraper

## WITH **ALL** THE PROFIT-MAKING FEATURES!



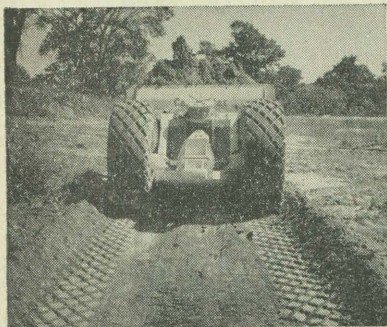
"Caterpillar" Scrapers are the result of many years of earth-moving experience. They have all the benefits of "Caterpillar's" extensive engineering skill and research facilities behind them. That means the newest features of design and quality manufacture —



the features that all add up to more yardage at lower costs.

Large, low-pressure tires give greater traction, better flotation, prolong tire life. Loading is easier and faster because of bowl and cutting edge design. Scraper can be shovel-loaded because of no overhead obstructions. Spreading action is simpler and better with "Caterpillar's" bigger apron design.

You know when you buy a "Caterpillar" Scraper you're getting the same high quality built into all "Caterpillar" products. Make your next Scraper a "Caterpillar" Scraper — ask us about further details.



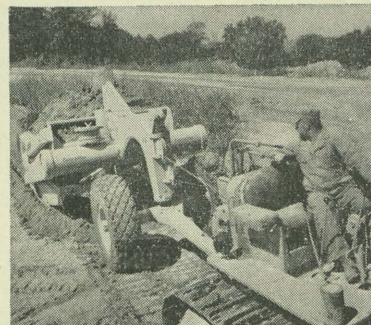
### BIGGER TIRES!

Greater traction, better flotation, longer tire life, easier pulling — you get these from ample size tires.



### BETTER LOADING ACTION!

More yards per hour from better "boiling" action of "Caterpillar" Scrapers. Loads are bigger — loading easier.



### OPEN BOWL DESIGN!

Better visibility of cutting edge & bowl made possible by elimination of overhead construction.



### EASIER SPREADING!

Big opening of apron provides fast, clean unloading — easier and better spreading — resulting in more yards per hour.

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